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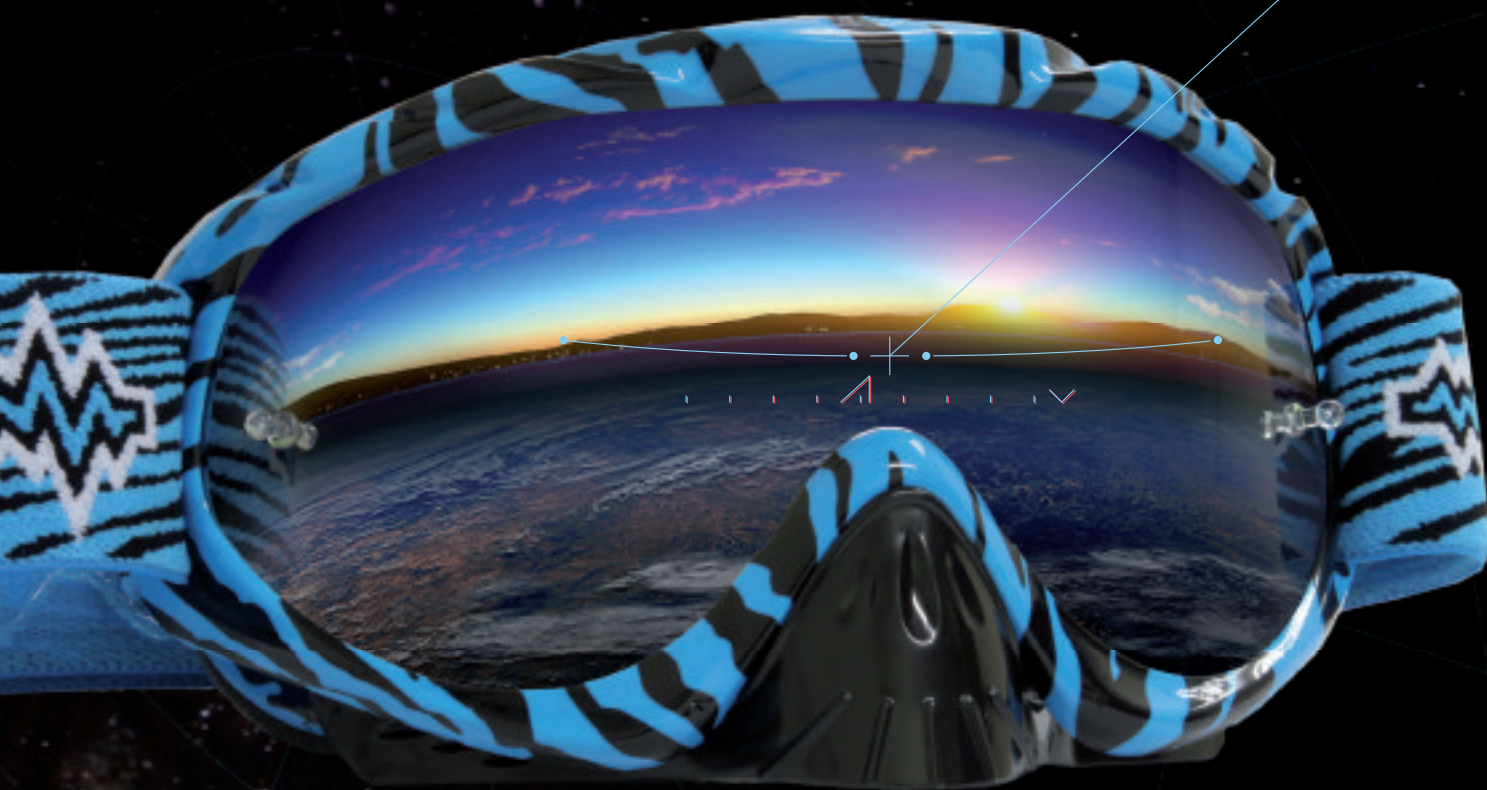
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Josh Coppins is only too
happy to oblige...

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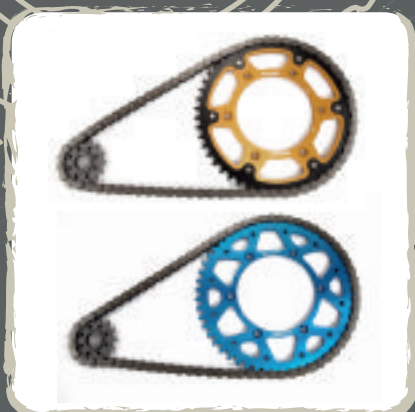


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COMMENT

Oooh, ain't nostalgia grand? That longing for people, situations and things from a bygone era is big business right now and the reason why events like the Veterans Motocross des Nations at Farleigh Castle are just so damn popular.

With a huge number of race entries and quite possibly the biggest crowd seen at a motocross meeting in Britain all year, the VMXdN went down a storm. It's one of the few events that appears to be growing in stature as motocross enthusiasts from around the world converge at the 'Field of Dreams' to race, tell tales and remember the good old days – y'know when bikes handled like sh*t and regularly broke down.

Of course, when we think about the good old days we don't remember the bad times or even the reality of the good ones. And if we do get a taste of bitter reality we just sugar coat it until it tastes super sweet again in our twisted minds. For example, I bet everyone who went to Farleigh in '89 to witness Dave Thorpe kick everyone's ass remembers the racing vividly. But how did you all enjoy the dust or even the huge queues to get in and out of the venue in the baking hot summer sunshine? The reality of sitting in a car for so long in those pre-air con days while covered in dust and listening to '80s pop would have been mind numbingly sh*t which will be why you've forgotten that bit of it – even though it was still a massive part of the day.

But regardless of how good or bad that event – or many more like it – was, the subject I want to get to is why was motocross way more popular back in the day? I say that because judging by the number of fans at the British GP, or any one of this year's Red Bull Pro Nationals or Maxxis British Championship rounds, I can't help but think that professional motocross is becoming a bit of a hard sell.

Essentially the sport is still the same – it's still all about people racing dirty bikes in a muddy field – so what's gone wrong? Some people will point their finger at man-made obstacles and four-stroke bikes as the reason why the sport's not so enjoyable to watch these days but let's not forget that we had them back in the '80s too.

I personally feel that one of the reasons why our sport has lost appeal with a wider audience is that it's just not as extreme as it used to be when compared with some of the other sports around. 50 years ago the notion of racing a motorcycle off-road, splashing through mud and doing leaps was 'bally bonkers' and had serious wow factor with the general public. I expect that's why you'd get over 60,000 suited and booted folk turning out in their Sunday best to enjoy an Eastern Centre scramble on a

weekend. That and because there was nowt else to do...

But with the arrival of Generation X sports like BMX, skating and so on, it's like extreme sports have become normal and it's entirely possible to cruise by your own town's skate park and see something that's perceived to be way more radical than motocross. While a hardcore fan will always appreciate the intricacies of the sport what's to entice a casual observer to jump in a car with the missus and kids – who'd most likely rather be bouncing around in a soft play area – to watch 40 guys they've never heard of race noisy bikes in mud?

To be fair E22 Sports have done everything they can to attract a new audience by mixing hardcore racing with FMX and then adding even more family value such as meet n' greet sessions with Peppa Pig and Fireman Sam. They've even flown the Red Bull Matadors in for an aerial assault on Hawkstone Park but that didn't exactly have the fans flocking in either.

Their stand-out event in terms of fans through the gate was round two of the Red Bull Pro Nationals which went off down on the beach at Weston-super-Mare and goes some way to explaining E22 Sports' direction in 2014 that will see them only run five rounds of the RBPNs instead of seven like this year.

"When the Pro Nationals first dropped its start gate back in 2009 it was with the aim to make a difference to UK motocross," said Matt Bates when I quizzed him about the shortened schedule. "Most people doubted our plans to put so many classes in to one event, let alone race the MX1 and MX2 in the same race, but I'm proud to say that keeping focused on making a difference has been what has set us apart from our competition."

"So moving in to 2014 I've made a decision to turn it up yet another gear by intensely focusing our efforts on staging five of the most spectacular national events this sport has ever seen and this time the emphasis must mirror the thought process behind staging one of our events at Weston-super-Mare – to take MX to the people instead of letting them find us!"

So will less be more? In terms of attendance you'd have to say that it will and if the recent Red Bull City Trial in Manchester's city centre is an indication of the potential success then I think we have to fully embrace the idea of taking motocross to the people in the hope they'll learn to love it just as much as we already do. Maybe then we can return to the glory days of genuine crowds of 20,000 plus...

Sutton

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SUBSCRIPTIONS

www.dirtbikerider.com/go/subs/dbr
0844 292 0216
One year: UK £30
Europe: £49.30
Rest of the world: £65

PUBLISHED MONTHLY BY
JP Off-Road

PRINTED IN ENGLAND BY
PCP, Telford

CIRCULATION

Comag, Tavistock Road,
West Drayton,
Middlesex UB7 7QE
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Kristian Whatley has proven to be more or less unbeatable this year



MacNEWSUND

IRN BRY'S SEARCH FOR THE HOTTEST OFF-ROAD NEWS ON THE PLANET...

Could Kristian Whatley be the UK version of Jeffrey Herlings? Albeit not on the world stage but very possibly on the shores of the UK as KW227 went undefeated for overalls in the Red Bull Pro Nationals. Picking up the title a round early at Hawkstone in August he also took out the final round at Culham with a 1-1-1.

Whatley is legit and definitely realising the potential the industry has said he's had since he was a wee nipper and has so far wrapped up the British Masters and Red Bull Pro Nationals MX1 titles in the last month, while still leading the only remaining pro championship left to be concluded in the UK this season – the Maxxis British Championship. The guy is a #BOSS and has signed to stay where he is for next year on the MBO team. He'll be tough to beat.

Talking about the Masters the AMCA pulled the plug on the championship a round early when they cancelled the final round, supposed to be held at Pontrilas, due to a lack of entries. There were whispers during the season that this might be the last year for the series, run by Ken Winstanley, sanctioned by the AMCA, and right enough the championship has been given the bullet.

It was a pretty bum note for the series to go out on and a real sh*t sandwich from the AMCA to the man behind it all, Mr Winstanley, who always put on an awesome event for the past however-many years. Good job Ken and thank you for your years of hard graft.

It does mean however that there is now a hole in our new 2014 race calendar the size of the summer holidays – any takers? No? Six lads' holidays then anyone? Get your entries

in early because spaces are limited to... How many seats are on a plane?

Simmoooooooooooooooooooo. Shaun the destroyer. Shug the champion slayer. The flying Scotsman. Woody or whatever crap nickname you want to go with Shaun's pimp hand was strong on September 8 and he killed it at the last round of the MXGPs when he took a surprise win at Lierop courtesy of a 1-3. The dude was on fire and you can find out a little more about what he thought of it in the Simpson Q&A a little further into these beautifully crafted pages.

LPE are still struggling to hit the form that their investment into motocross deserves. For these last couple of weekends Steve James has brought over some fast Frenchies – Jason Clermont and Cyril Coulon. Clermont has been banging in top 10s on par with a Portsmouth dogger on a night shift for BUD Racing Kawasaki in MX2 this season but has struggled to impress on the 450.

Steve has looked even further afield for the season finales of the RBPNs and Maxxis British Championship, securing the services of American-born Canadian-racer-guy – Teddy Maier. Maier came over with a lot of confidence and a lack of respect for us 'Euro' guys and expected to wax the field. His mechanic asked a couple of guys if there was gonna be anybody for him to race when they turned up to Culham with their pit-board topped with, 'Slayer' – you have to be a special kind of person to be able to pull off the nickname 'Slayer' like Ryan Villopoto, Ronaldo or even Charlie Sheen. Teddy got handled going DNF-12-11.

More RBPN news here but this is worthy of Sky Sports news let alone MacNewshound...The MX2 showdown had been built up by one of DBR's

slutty exes in the build up to Culham and in all honesty it didn't disappoint and was more exciting than Andy Murray winning the Wimbledon eskimo-snow-shoe-swinging championship. Unfortunately for my own self satisfaction I wasn't a player but respected the hype-fuelled battle royale and genuinely took an interest as my two toughest competitors – Nev Bradshaw and Stevie Lenoir – duked it out.

Bradshaw led the points heading into Hawkstone (penultimate round) but lost the red plate to Lenoir with only two points splitting the two internationals leading into Culham. Moto one was all Neville and he took the points lead back as he finished second to Stevie's fourth. Moto two and Lenoir took the points lead back by a single point as he took the win and Bradshaw followed in second. The final race was a winner-take-all affair but it was a complete Nev-fest as he rode off into the sunset unchallenged as Lenoir, admitting afterwards, "had nothing for him in that one". So South African Bradshaw claimed the championship for the second consecutive year and for the third time in his career – one for each decade that he's been twisting with the right and fanning with the left.

A massive talking point right now is of course the MXdN, of which print slots have rogered us royally to cause us to miss it by four days. As if the guys who have been putting DBR together for years hadn't thought of it already, I pondered the question, like the uneducated 'magazine' guy that I like to think I am, "Can't we just push deadline week back to next week?". 'No' quite simply is the answer to that. So I'm gonna tap into all of my experience that I've gained over the years in my sixth

job – as a bench racer – and have a go at guessing the top three and placing the UK.

1st America. This can be justified with just 10 letters – ET, RD, JB. Boom! (That's actually only eight letters, Bry)

2nd Belgium. Desalle finished the season off on top of his game, Long Ken can do whatever he wants whenever he wants too so long as he's not had a dodgy burger or a beer bong on Saturday night while Van Horebeek is riding MX2 and rode it at the last Belgian championship and was hauling ass!

3rd Germany. They may be third in the Nations but Germany will win the championship for highest teen pregnancies over the weekend as most countries will be seeing this figure drop due to the release of Grand Theft Auto 5. 'Kenny the Kid' is back on home soil and chicks are gonna get pregnant just by how rad he's gonna ride at Teutschenthal but Nagl is a little off form coming back from the fashionable virus of the naughties – Epstein Barr – and while Dennis Ullrich is good and the new German MX1 champion he's unfortunately not Justin Barcia.

As for Team GB I like all these guys – including Princey the team manager. They're all chargers and I'll honestly be rooting for them down the stretch but I think France will be strong too so feel a fifth place for our boys unfortunately. There's nothing on the track that will favour them over anyone else so looking at the season's results I think it's the most probable outcome. But I'd love to be proved wrong...



HOW NOT TO: YANK HOLEYS!

SOME DON'T TRY THIS AT HOME TIPS THAT'LL HAVE YOU STARTING LIKE A PRO IN NO TIME AT ALL...

Scientists claim that races are won or lost at the drop of the gate so perfecting your starting technique is absolutely critical if you want to be a winner. While there are many 'experts' out there who claim they can help you start like a pro you should forget everything they've told you right now because this information right here is the only bonafide guide that's guaranteed to have you yanking holeys like a pro – although in this case the pro is Lewis Tombs at Culham's Red Bull Pro National...

STEP 1: Although most riders will watch the first thing that moves on the gate it's better to watch the man that controls it. As soon as he looks like he's gonna stomp on that pedal it's time to dump that clutch!

STEP 2: It's a good idea to try and pull a wheelie as you set off just in case the gate hasn't started to drop as quickly as you hoped it might. But usually as long as your front wheel clears the gate it should have dropped before your back wheel gets near it – unless your timing is completely to cock

or the starter has played you like a fool. He did? Damn...

STEP 3: Okay, so the gate's going nowhere and you're in for a wild ride. What would really help at this point is if the gate fell forward and lifted both your wheels off the ground. There we go...

STEP 4: When the gate finally does drop it should have slowed your progress so much that all your weight will be right at the front of the bike. This is perfect because it means when the gate goes down you'll drop at a really

steep angle on your front wheel with absolutely no forwards momentum whatsoever.

STEP 5: If everything has gone to plan you should be headed over the handlebars right about now. For extra style points it's cool to throw in a no-footer – or another basic freestyle move of your choice – at this point.

STEP 6: With the pack roaring by it's probably a good idea to try and bury your head in the sand. Sorted!

STEP 1



STEP 2



STEP 3



STEP 4



STEP 5



STEP 6



AX MEN!

GET SET FOR A STUNNING INDOOR SERIES IN 2014...

After a stunning debut series in the early part of 2013, Arenacross returns next year for a six stop seven round championship trek that runs from January until March. The extended tour is set to visit Belfast, Birmingham, Liverpool, Newcastle, Sheffield and London with its heady mix of radical race action and fantastic FMX that'll rock your socks unless you're a full-time sandal or slipper wearer.

Although the rider roster is yet to be confirmed you can more or less guarantee that it'll be packed with perennial British indoor favourites like Adam Chatfield, Steven Clarke, Nev Bradshaw and Jack Brunell

although with a whole heap of hungry up n' comers wanting to get their mucky paws on the cash, fame and glory that's up for grabs they'll have to work super hard for the win on the notoriously tight indoor dirt circuits.

And as well as the full line-up of Pro racers there'll be a supporting cast of youth stars who'll be battling it out for National titles n'all which adds even more value to the show and makes the ticket price seem almost insignificant. Speaking of tickets they're crazy cheap (from £10 for kids and £19 for adults) and they're on sale now from the official online home of UK Arenacross – that's

www.arenacrossuk.com

Rounds 1/2	<i>Belfast, Odyssey Arena</i>	January 17/18
Round 3	<i>Birmingham, LG Arena</i>	January 25
Round 4	<i>Liverpool, Echo Arena</i>	February 2
Round 5	<i>Newcastle, Metro Arena</i>	February 9
Round 6	<i>Sheffield, Motorpoint Arena</i>	February 15
Round 7	<i>London, Wembley Arena</i>	March 1



WIN!WIN!WIN!WIN!WIN!

A SIGNED RICKY CARMICHAEL FOX T-SHIRT
AND OAKLEY AIRBRAKE GOGGLES...

Although he officially hung up his motocross boots at the end of 2007 to pursue a career in turning large automobiles left, there's no denying that Ricky Carmichael is still an absolute badass on a dirt bike which is probably why he got tagged with the GOAT (Greatest Of All Time) moniker in the first place!

To celebrate his all-round awesome

abilities – and bask in his radiant glory some more – we've hooked up with the FreestyleXtreme marketing machine aka Ben Richardson to offer each and every one of our readers the opportunity to win a pair of Oakley Airbrake goggles (just like the ones Ricky uses) and a Fox tee that's signed by the legend himself (that's Ricky and not Ben although we could probably arrange that if you prefer).

As always you're gonna have to head online to www.dirtbikerider.com to enter this comp. When you've arrived at our portal on the world wide web follow the link to our competitions page, answer the simple question below, tick some boxes and then hit transmit all before the closing date of October 30. After that we'll randomly pick a lucky winner so while you're waiting hit up www.freestylextreme.com and treat

yourself to something rad.

The question you'll need to answer is this. For the last two years Ricky has brought the RCU to FatCat Motoparc but what does RCU stand for?

Is it:

- A: Ricky Carmichael University**
- B: Radio Controlled Unit**
- C: Race Camp Upt'north**
- D: Radical Cappuccino Union**

SCHOOL OF JOCK!

SCOTSMAN SHAUN SIMPSON TEACHES ABSOLUTELY EVERYBODY THE FAST WAY AROUND LIEROP IN 2013'S MX1 FINALE...

Words by Alex Hodgkinson Interview by Bryan MacKenzie

It was one of the most emotional season finales of all time as pit lane rose to a man to greet the most sensational and richly deserved victories in the 62 year history of GP racing. Shaun Simpson, an occasional top 10 man but never a candidate for victory – not since a complicated fracture when the stem snapped during a training crash cost him the 2009 MX2 world title at least – sensationally thrashed the world's best over two motos around Lierop, the roughest, toughest track on the pro schedule either side of the Atlantic.

A month earlier Shaun had insisted "I should be racing with Van Horebeek not back there where I am but I can't go his speed at the moment...and the frustrating thing about it is that I don't know why!"

So what suddenly catapulted the 25 year-old past everyone bar Tony Cairoli and left the seven times champion sprawled in the sand as he tried to go round the Scot? "I always had a good feeling with WP suspension so we changed to that, the team has worked on the engine the last few weeks, I have a good feeling in the sand anyway and already got second in qualification yesterday. I've got a training track in Scotland which can get as heavy as this and when it rained last night I thought to myself, 'let's go for it!'"

And let's make it clear – Shaun's victory was no fluke. Already in the qualifying moto he had sprinted past all of his rivals bar race long leader Cairoli for an impressive second place and he did the same again in the opening moto for points as he ran down Bobryshev and Strijbos at a rate of knots mid-moto with the champion in tow as he sniffed the danger.

Time and again Cairoli tried to force a gap but the rugged Scot blocked every move until, with two laps to go, a desperate attempt to go round the outside left the Italian with his head in the sand. His pride got the better of the champ later as he tried to claim "I already had problems with the rear wheel", but it was amazing how fast and tidy he was until he binned it and could only wobble home fourth. "The wheel was not in line after the crash."

Strijbos and Bobryshev had completed the first three so they represented the greatest threat for the overall. Cairoli needed backup to take the overall, someone to push Shaun down to fourth or lower.

The Italian took the second moto by a minute, to no avail in the end as the gutsy Scot defied all attempts to deny him that career first GP win.

It could have been straightforward as he gated second and had the audacity to sweep under Cairoli at the exit from turn two. "Then I crashed and went back to eighth!"

All over? Not a chance. Taking

intelligent lines no-one else could even sniff, riding smooth yet sensationally fast, he had hauled back Strijbos by lap four, next time round Bobryshev was pushed out of third and Shaun was the virtual GP winner, no matter how far Cairoli disappeared into the distance.

The alarm bells rang out at KTM and De Dycker was called up to drop his lap times by three seconds, sweeping in Keeno style to second with Desalle still ahead of Shaun. Cairoli led overall again but Simpson was not done yet, storming past both Belgians in a single phenomenal move to leave onlookers gasping. Even neutral bystanders were now on his case – the public hero urged on all around the track.

Keeno blew up, the Panda was shocked into submission, Bobby's attempt to hit back collapsed in the last five as usual and it didn't matter that Strijbos finally found his way by again – third was enough even if Shaun didn't know it until he saw the greeting from teams of every colour in pit lane. "I wasn't sure; I thought Kevin might have stolen it. The pit lane was on fire for me the last couple of laps and I couldn't see dad's board but, when I saw the reception as I crossed the line it sunk in – the best day of my career!"

The delight was double-barrelled – for the last of the old school who started in the back of a van instead of on handouts from dad's wallet, and for a genuine privateer who's been surviving since June on a diesel card from a supportive fan and bonuses from Yamaha Europe. Amsterdam must surely be eternally grateful to the boy who had just given them more good publicity than highly-paid factory runners had provided in more than two years!

Shaun had also become the first British winner in the premier GP class since 2007 – fellow Scot Billy Mac at Sugo – and their predecessor was the Crockstar, 250 winner at Uddevalla in 2002. The last Sassenach to win at the highest level was way back in 1995 when Kaptain Kurt edged out the Pitbull at Vernon Mount in Paddyland. Just thought it was worth a mention...

SERIES STANDINGS

MX1

1	Tony Cairoli	761
2	Clement Desalle	671
3	Ken de Dycker	607
4	Kevin Strijbos	553
5	Gautier Paulin	539

MX2

1	Jeffrey Herlings	742
2	Jordi Tixier	607
3	Jose Butron	518
4	Christophe Charlier	490
5	Glenn Coldenhoff	472

HOME RULE!

HERLINGS HANDS IT TO 'EM AT LIEROP...

Well, it's long been said that Jeffrey Herlings could win round Lierop with one hand tied behind his back and that is effectively what the Dutch teenager did!

After cracking his shoulder blade at Bastogne KTM had announced that the MX2 champion's season was over and 'will he, won't he?' social network posts during the week before Lierop were laughed off as a scam to help the hard-hit organiser – both world series decided and without their star draw.

Even when Rami Falt put two bikes through Tech on Friday amid rumours that Herlings was out practising not

even the Lierop officials believed it was gonna happen but Saturday morning the champion arrived from his nearby home, sat out free practice and dominated from Pre-Qualifying to the end of moto two.

"A shoulder blade normally needs four to six weeks just to heal but the doctors said if I did everything right I could be back on a bike in four weeks," says Jeffrey. "I went swimming twice a day the last two weeks and on Thursday the X-rays showed that the bone was healed. I didn't ride until Friday and I felt it, but I knew I could win here at 60 per cent. I can only jump five metres where I would normally



ALL-TIME TOP 10!

THE UK'S LEADING MX1
POINT SCORERS...

While Woody will always be remembered as the last ever winner of an MX1 GP he won't go down in history as the most successful British MX1 rider of all time. That unofficial title goes to Whitby's James Noble who scored a massive 1120 MX1 world championship points from the moment the class was created in 2004 right up until he retired from world championship competition midway through 2009. Billy Mac and Shaun join James on the podium...

1	James Noble	1120
2	Billy MacKenzie	878
3	Shaun Simpson	849
4	Tommy Searle	487
5	Tom Church	282
6	Gordon Crockard	240
7	Christian Burnham	202
8	Paul Cooper	198
9	Mark Hucklebridge	183
10	Jason Dougan	138

jump 15 but I can still win round here." Adrenalin got him through when he tipped over on his bad shoulder halfway through moto two!

Lierop was a nightmare for the Brits in MX2. Max Anstie bid farewell to Suzuki with a crash and a mechanical, EBB pulled out after a first lap crash, Mel Pocock's knee kept him home and replacement Ryan Houghton was out of his depth. Jake Nicholls stomped off in a huff after a crash-infested end to his MX2 career but Nathan Watson was smiling even though "I never rode anything like this before. My back is agony after standing up for two times 40 minutes around here!"





Shaun Simpson just might be the most popular MX1 GP winner ever

A WORD WITH WOODY!

BRY MAC HOOKS UP WITH THE SIMPSON TO GET THE LOWDOWN ON THE LIEROP SHOWDOWN...

It's difficult to call the kid average because he's far from it but coming from a season best position of eighth in both a moto and overall Shaun Simpson rose from 'average' GP shredder to GP bad-ass faster than someone hunting fame on a televised singing competition. Locking down 1-3 moto scores and claiming scalps from the world's elite, Simmo made everyone else look average as he rode his way to an impressive first GP victory on the toughest track on the planet – the track that Satan himself put on earth with bumps and holes deep enough to crack the plaster on his ceiling and requiring a serious amount of skill and fitness to tolerate. Simmo was simply riding on another level that day.

DBR: You mentioned you were looking forward to Lierop so expected to do well but what was your goal initially for the weekend?

SS: "My initial goal for Lierop was nothing to do with an individual GP result but more to do with the series. I went into Lierop 11 points behind Philippaerts who was holding down 10th in the championship and I have set myself a personal goal for three years now in MX1 to finish top 10 for the season so all I was really thinking about was to nail that 10th place. As for a goal of what could be achieved over the GP I had expected a top five overall the same as last year."

DBR: What was your first emotion after taking the moto win – happiness, relief or disbelief?

SS: "The race win was built up for the

last two laps of the moto so I knew I was going to do it – I knew all I had to do was ride over the finish line to take my first MX1 race victory. The finish jump was crap so there was no chance to throw down a big 'clicker' celebration so I opted for a fist pump. That moment went by so fast. There was so much emotion. I rode by the pit box and seen everybody looking out and just kinda thought to myself; 'this is to all you who didn't believe in me, I did it!', then rode up to my old man and gave him a big hug."

DBR: And the overall?

SS: "The second race was much more hectic. I didn't actually know I had done it until my wee head popped up over the jump and I seen the whole pit lane going crazy, half of my team was out on the track and at that moment I thought 'I have bloody done it'... disbelief and amazement all in one and then I seen the pit board – 'Overall, 1st GP' and thought, 'ya dancer'."

DBR: The last couple of laps of the second moto, right after Ken made a pretty intense run at you, there was a notable part where you were sat on the seat, elbows down and looked completely spent going passed the pit lane but you still hammered out the last two laps – was there a motivating pit signal and were they a couple of the hardest laps of your life?

SS: "No! There was no pit signal and I have definitely ridden harder motos in my life. I can honestly say that I was probably just riding like a goon as that was the only time on the track where

you could take a rest and I was just making the most of it. I knew Ken might push again but I had some left in the tank. I know him, I have raced him many times and I thought if it went down to it I could do him. It was the weirdest weekend, I had this extra confidence I have never felt before like I wasn't phased by it, I was just clocking off laps. I can't explain it..."

DBR: Everyone was so pumped for you and it wasn't any more evident than when the whole pit lane were cheering you on to win the overall – how does that feel knowing that everyone was so excited for you?

SS: "It was an overwhelming feeling. Adam wheeler summed it up well when he said that I had grown up in the paddock and he was right. I have been doing GPs since the day after my final exam at school when I was 16. I have met many people, rode for a few teams and got to know a lot of good people. People who care, friends, sponsors, family and even people who I don't see eye to eye with were cheering and if not because they cared then with sheer amazement and a big 'fair bloody play, son'. That's a memory I'll remember."

DBR: Does it rate as the best day of your career?

SS: "It has to rate as the best day of my career, yeah. First MX1 moto win, first ever overall and last MX1 GP winner before it's re-named next year as MXGP. Also the first Brit winner since Billy Mac in '07! It's been a long time coming, a lot of hard work has went in to it and not only from me. I will still be

wondering each day how I actually did it. Must have just been my day."

DBR: Has the win earned you a 'seat at the table' with some team bosses?

SS: "Honestly, no. It's a great shame. At the moment in MX1 it's a tough time to be looking for a deal – top 10 or not. With the age rule in the MX2 class it's pushing riders up in to MX1. This means that at the moment there are 15 riders looking for a ride with only 10 spaces in teams. Unfortunately I was ninth in the championship and I'm still struggling to find a ride. I know there are no factory rides left so it will be down to where I think I can go to make the best of a privateer or supported team and do the job I know I can do. In a way it gives more of an 'I'll show you guys what I can do' vibe and that's what we'll do."

DBR: Being the final race of the year, the first MX1 win, the achievement of a three year goal and even the realisation of a lifetime ambition, you must have went off big on Sunday night in the local discotheque to celebrate?

SS: "Well being known for having a good after season blow out or three you would think I would have hit the sauce hard but although I did go out and celebrated at the Tony Cairoli Party in Lommel on Sunday night but I was just high on life. I was still pumped about the day, the atmosphere was sweet and I took onboard a few beverages but nothing to talk about. I still cut some serious shapes on the dance floor though and got back at 06:00. A good night had by all and one well deserved for me!"



GOLDEN BOYS!

SWEET SUSPENSION FOR CHAMPS!

Tony Cairoli and Jeffrey Herlings each had gold-bladed WP forks for the GP finale at Lierop proving once and for all that they are indeed KTM's golden boys. There was no added performance but they sure looked trick!

NEW BOSS!

FRESH TOP BRASS AT HONDA...

Honda's official MX1 GP effort will still run out of Paolo Martin's Honda World truck and all of the riding, technical and kitchen staff will be retained but big boss man in Japan is more than a little distressed at Big Red's failure to win a single GP since Honda's official return last year and the operations in 2014 will be under the direct eye of a Japanese team overseer. Paolo Martin will be responsible specifically for technical affairs – and the kitchen of course!

AUSSIE INFLUX!

ANTIPODEANS HEAD TO EUROPE...

There will be a full-scale GP invasion from Down Under next year as Dean Ferris moves to MX1 with Steve Dixon, national number two Todd Waters gets the second berth alongside Tyla Rattray at ICE1 Husqvarna, and Oz MX2 dominator Luke Styke has signed for Kemea-Reytec Yamaha. As with Ferris this year, Styke has just one season in MX2 as he turns 22 on Boxing Day.



HODGE HOSPITALISED!

LUNG LEAK LEAVES 'LEX LETHARGIC'

Anyone who thought Hodge looked a little under the weather at Matterley and Lierop was right. In addition to his usual grumpy northern nature the blonde bombshell was gasping a bit at both races, and, when he finally went to hospital for a check-up after Lierop the medics discovered he'd suffered a punctured lung at the British GP and reckoned he should have been dead after running round for a fortnight and putting 3,000 miles on the clock (in his camper). After three days trying to find the source of the clot which had caused the damage German docs reckoned there must have been only the one and sent him home with a 'fit as a fiddle' release form and a couple of boxes of pills.



YAKETY YAK

THE TURNER PRIZE!

JAKE SIGNS OFF HIS MX2 CAREER AND SIGNS UP FOR STR KTM – GOOD NEWS, EH?

Words by Jake Nicholls Photo by Suttty

Hi everyone! I hope you're all doing good! It's pretty hectic here at the moment with the build up to the Nations. I can't even remember what I last wrote about but I'm pretty sure it was just after the British GP.

The Tuesday after that we had a great day at my track at home for the Red Bull UK 65cc academy day, the kids were rippers and we all had a good fun day.

That evening Blu and I reluctantly drove back to Belgium for the last part of the season. It would have been nice to spend a few more days at home but with Lierop coming up I needed to hit the deep sand tracks which are non-existent at home. Those 10 days in the lead up to Lierop went real well and I was feeling fairly handy in the sand but when we woke on Thursday Blu and I both had sore throats and it slowly got worse the nearer Sunday got.

Lierop isn't my favourite track by any means but I normally go alright there. Saturday went quite well but Sunday was a rotter, the track was a bomb site after the bad rain. I got average starts and could never push on and ended up having a very average end to the season. But it was obvious that I had come down with something as I was poorly the whole week after.

This probably wasn't helped by my drinking efforts on Sunday night at Cairoli's party in Lommel. Amongst other funny stuff that happened my mechanic went to the toilet in the middle of the evening, I was pretty blind by this point but not as bad as De Dycker obviously as apparently he was laying face down in his own sick and I was pushing him around in it trying to make him swim hahahahahaha! I don't remember much myself though...

I had a fairly slow week as like I said I was a bit poorly and the weather was really bad. The main focus of the week was trying to nail down a team for next year. I had a weekend off as I was supposed to race a 450 at a Belgian championship round but the team didn't let me ride the 450 so I stayed at home and did some decent sessions on the bike ahead of a Dutch championship round at the weekend at Lichtenvoorde in the north eastern part of Holland. It was a cool track and I rode we'll for second overall on the day. I still managed fifth in the championship too after missing two rounds through sickness.

This week I rode at a sweet French track three hours away and I'm feeling well ahead of

the weekend. I'm looking forward to moving home next week – I must admit I've got a bit homesick recently and I can't wait to get back to sunny Suffolk and sip some Guinness and drive diggers for a month. Weirdo!

After reading that last sentence I'm sure you can gather that I'm ready for some time off. I've been balls out at it since middle of last November and riding flat out since I landed in NZ in January. And it hasn't been the smoothest and most gratifying season. To be honest it's been the hardest full season of my life, I've learnt so much this season, not only about racing, but my body, my competitors, travelling, setting up my bike and so much more.

I still ended up seventh in the world although I was aiming for top three so obviously I'm not real happy with that but I can sit here with my hand on my heart and say I have given 100 per cent for the whole year even after I had podiums stolen off me through mechanical faults or after big uncharacteristic crashes. I never gave up and I learnt so much through it about my character.

I have also carried on learning at the practice track all the way up to this Tuesday even where we tried different things. And I must say, through all of this I've had such great support from all of my supporters be it coming to the races to support me and have a chat or through Twitter and Facebook which means a lot to me – I read absolutely everything people write on there and I appreciate people's kind words especially on my bad days. It's nice that you all realise that whether I come in 14th in a race or second like at Matterley I am always giving 100 per cent.

With the tough season I've had, it only made getting on an MX1 team for next year even tougher and it has played on my mind a lot throughout the season. But I'm very happy to say that I have signed for Steve Turner at STR KTM to race British championship and GPs on the KTM 450. I'm well excited about this and I'm confident I can do very well on the MX1 bike and because of my size I feel it suits me much better. But, we'll see.

I want to say thanks to Steve Turner for making next year possible and thanks to Lord Jamie Dobb for piecing it together for us. Excited to be racing in the UK more next year – I'd be even more pumped if they sacked off the 20 minute races but hey it'll still be fun.

Thanks for reading folks...

J. Nicholls
dirtbikerider 19



Steven Lenoir gives it his all but comes up just a wee bit short



Hard work pays off for Nev Bradshaw as he picks up RBPN title #3



Graeme Irwin has been amazing since moving up to the 450



The Nathan Watson fan club gets a little rowdy at Culham

SHOWDOWN!

NEV BRADSHAW COMES OUT ON TOP IN A WINNER TAKES ALL FINALE FOR THE RED BULL PRO NATIONALS MX2 TITLE...

After wrapping up the MX1 championship a round early at Hawkstone Park, Kristian Whatley could've just cruised through the Red Bull Pro Nationals finale at Culham without a care in the world. And although that's what it looks like he does – he's riding so easy of late it appears as though he could win any race at any time without even breaking a sweat – that's not quite the case as Graeme Irwin actually pushes him quite hard in the early part of each moto after his mid-season move to the MX1 division...

The leading MX2 title candidates definitely don't have the option of taking it easy at the last round though as there's just two points between the leading pair – that's Steven Lenoir and Nev Bradshaw – entering Culham. That

comes about as Lenoir bags a 250 class maximum at Hawkstone Park to snatch the series lead from the Putoline Honda rider.

At Culham Bradshaw immediately bounces back by finishing a solid second in race one behind Bry Mac while Lenoir can only manage fourth. This puts a two point advantage in Nev's favour with two motos left but Bradshaw not done yet and takes that two point deficit and wrestles it into a one point advantage by winning the second encounter leaving a winner takes all final moto.

As the Pro class prep their start gates for their third and final moto Lenoir looks tense and nervous while Bradshaw is way more relaxed. When the gate drops and the mixed capacity pack roar up the start hill it's the South

African who holds the early advantage and although Lenoir is second in MX2 he has five MX1 riders between himself and the guy he must beat!

As time ticks by it's obvious that crash, mechanical or miracle aside Steven's not going to close the gap on Nev. "But I believe that hard work pays off and on Thursday I went out and did my motos in the rain and then did 40 practice starts so I had a good feel for my bike. My mechanic Ben [Lightbown]

took my bike and he turned it around for race day... I'm more pumped for my team than I am for myself – I've never been around people that work that hard or are that desperate to win. It's really amazing. To come out on top is sweet!"

SERIES STANDINGS

MX1

1	Kristian Whatley	495
2	Brad Anderson	308
3	Nico Aubin	304
4	Jamie Law	292
5	Gert Krestinov	254

MX2

1	Neville Bradshaw	448
2	Steven Lenoir	446
3	Bryan MacKenzie	344
4	Lewis Tombs	277
5	Martin Barr	275



Mr and Mrs Bradshaw

WHAT SAY YOU?

THREE-TIME RBPB MX2 CHAMP
NEV BRADSHAW LETS RIP...

Interview by Mark Turner

The season may well be drawing to a close but there are still plenty of topics out there that need talking about. So for this month's instalment of 'WSY?' we catch up with man of the moment Neville Bradshaw to get his take on things....

DBR: Earlier in the month the announcement was made that the British Masters championship is to stop running. Did it come as a shock? It's been a popular series for the pro riders like you over the years...

NB: "I was really surprised to see that series go as it's been one of best and longest standing series running since I've been over here. I've had some great memories and races with Ken and his team, it was always a chilled out, well run series at some great tracks and it will definitely be missed. Hopefully someone will step up and start a new series to replace it. Good luck and thanks to Ken and everyone that was involved in the Masters series."

DBR: Shaun Simpson at Lierop – a pretty amazing weekend. Everyone just seemed so pumped to see him take both the moto win and then the overall...

NB: "Shaun was awesome at Lierop. Since he got on the Yamaha he has been building week on week. It's a special thing to win an MX1 GP with the depth of riders in that class and the guy stepped up and got the job done on that weekend. Fair Play to him."

DBR: With a lot of team rides already taken for 2014 one rider apparently still looking is Jake Nicholls – even with his impressive CV. Is this a reflection of how hard decent team rides are to come by at Grand Prix level?

NB: "Yeah it seems like it's getting harder for guys to get decent deals in MX1. I think there are a lot more good riders than there are good teams. With the expense involved in GPs it's very tough for the privateer teams to make it through a season, never mind pay a rider a good wage and supply him a good bike every weekend. The sport has gone very commercial – like F1"

DBR: Farleigh Castle hosted yet another successful VMXdN. With bumper crowds and full rider line-ups what do you put the success of Evo racing down to?

NB: "Yeah it seems Farleigh was a great success. I think it's a combination of having the American heroes over, an awesome venue, the thought of old rivalries re-emerging, being able to see and possibly meet some of your childhood heroes in a lot less pressure situation than when they were racing professionally. I think a lot of the fans also associate those older riders with when motocross was in its heyday – full gates with 40 of the best riders in the world, great tracks, great racing, great characters that could be individuals and do and say what they thought and most of all everyone that goes there riders/fans are there for fun and the love of motocross."



IRN-BRY

IT'S A WRAP!

BRY REFLECTS ON WHAT HE'S LEARNT THIS YEAR...

Words by Bryan MacKenzie Photo by Suttu

So that's a wrap, well almost. The season is just about finito as I only have the final round of the Maxxis British Mudcross Championship to contest and the last remaining round of the Scottish Nationals which is being run so late it could be the first round of next year's championship too!

My overall results in the British Masters and Red Bull Pro Nationals have been fairly steady and I took second and third overall in those two and sit sixth and first in the Maxxis and Scottish. It's not a bad season by any stretch and I've learnt a sh*t-load of new stuff this year with the most important being winning.

This year I finally learned the art of winning again and since have won motos and overalls in the Maxxis, RBPBs and the Masters. But how have I ended up so far off of the championships? The one thing I definitely never learnt this year, until now of course, was consistency and the one guy I have to respect for his ability to put a season together is one of my toughest rivals – Nev Bradshaw.

The dude is solid! Always fast and always a threat but never seems to stress about winning motos. He has won, of course, but not as many as some of the other guys on the line. Regardless, the dude has waxed us all in points by taking out both the Masters and Pro Nationals so far. When I race the dude I know that to beat him I need at the very, very least three podiums over the weekend. Consistency wins championships. Plain and simple.

But I've spent my whole entire pro career chasing speed and trying to be the fastest guy on the track, we all have, and this year I stepped up and at times achieved that. I've won qualifying a lot lately – it sucks that there are no points for that – and have paid race wins into the bank more times than I have fingers to prove to myself, and others, that I've got pace. But trying to string three solid motos together seemed to be a problem on a whole new dimension.

I swear that I genuinely felt that I haven't been to blame for the majority of the wrecks that have cost me huge points, and chunks of change, this season. The amount of times I've been taken down in the first turn has honestly left me questioning my faith, like I need to get some or something, cause I couldn't buy luck even if they were selling it in bottles from the burger van. I've been tangled up with 450 guys in the Pro Nationals more times than I care to remember.

But I think I've had a realisation. I'm a pretty methodical person so analyse and self criticise to within an inch of my sanity and think I have come

up with answers and a solution to help me harness what I have achieved this season – the speed – and apply it to next season to be an even stronger rider.

I've spent my whole life trying to be the fastest guy. I train my nuts off under the scrutiny of my trainer, and the boss – he's having a bit of a mid-life moment and started to work out again – at Gym 15a each week. I do my motos against the stopwatch with BC each Wednesday and go to the line with the intention of getting to the first turn first and winning each time I put my start device on.

I'd openly admit I'm an all or nothing type guy and BC will attest to that as he's seen me swap out more times than a kid collecting football stickers. So when I dive into the first turn, most notably with 450s at the Pro Nationals, I think I could be a little too aggressive. Not towards other riders, but towards free-space. If it's there I want it, or I'll try and find it.

Looking back I maybe haven't taken my time enough. I'm a fairly decent sprinter on the bike so like to use that in the opening lap or two to make the best of a bad job if I don't find myself with the greatest of starts. But in hindsight, all of the carnage I've been involved in this season could maybe have been avoided if I hadn't put myself in those positions. I have been run into, sideswiped and generally tangled with other guys early doors and although at the time I was chalking it up to racing incidents and bad luck it actually could inadvertently be my fault for the fact that I have no patience and perhaps need to start playing the law of averages.

I don't always need to be the first MX2 round the first turn, as much as I like to try to be, and getting round the first turn in 10th is better than lying underneath my bike going for a top five start. I have to learn to realise that the races are a lot longer than I give them credit for in amongst all the hype of the first couple of laps and can afford to take my time a little more when it comes to making passes and pick spots with a little more...real estate.

I've always wanted to be the fastest guy and I'm now in a position to fulfil that but now I'm thinking of slowing myself down a tad! I've heard this saying loads of times before – "let the race come to you". I always thought I understood what it meant but really all I've ever understood are the words. But now I think I get it – make smart choices, relax a little and don't force opportunities, take them as they come...

[Handwritten signature]
#121



Knighter's trading his Honda in for a Sherco

JONTY'S BOX

SUPER. SMASHING. GREAT.

WHY THE OPENING ROUND OF THE SUPERENDURO SERIES IS GONNA BE A MUST-SEE SPECTACULAR...

Words and photo by Jonty Edmunds

Unlike countries like Spain, Italy, even Portugal, regular, hands on, contact with the international enduro scene is something we don't get a lot of in the UK. Occasional glimpses of the world's best, well, it's the best we can hope for.

It's been five long years since the Hafren Dirt Bike Club brought the Enduro World Championship to Wales – an event the late, great Mika Ahola reckoned was the best there was that year. Back then we didn't know how good we had it as one-year on the Indoor Enduro World Cup, as it was then, rocked up in Sheffield. During the last three years there's been nothing, zilch, nada.

But in around six weeks time that's gonna change. International enduro competition returns to the UK and it's going to be amazing. Oh, and there's gonna be a roof over it, so the good, old British weather won't be able to disrupt anything.

The opening round of the FIM SuperEnduro World Championship – aside from having the most rubbish championship name in the history of world championships – is going to be pretty damn special. Not only does it end the UK's international enduro drought, in being the opening round of the series it ensures all eyes are on the UK – a UK based event where British riders stand a real chance of being the stars of the show.

Being able to show the rest of Europe that anything they can do we can do too, is what, in part, will make the event so good. The organisers, and trust me when I say

this, have agonised over every last detail to ensure the event will be the best it can be.

Aside from the fact that we can all be proud that the SuperEnduro show is coming to town, and the UK gets the privilege of hosting the series opener, it's the on-track action that's the real reason the event's not to be missed. Indoor Enduro racing is, as far as I'm concerned, the best there is. It's exciting, unpredictable – motorcycle craziness at its very best.

I'm lucky enough to have been to more than 30 indoor events all across Europe and in the States, too. I've seen Endurocross – there's a good name for indoor enduro racing! – explode in popularity and I've seen some right good battles, plenty of badass crashes and more unpredictability in one race that the whole of an F1 season.

To anyone that's not really picked up on the Endurocross vibe get online, get watching indoor enduro web videos both old and new and realise that for the first time in a long time you don't have to be an just an online spectator.

By getting yourself to Liverpool you'll be able to do so much more than watch the racing. There's nothing better than being there and experiencing a sporting event first hand – soaking up the atmosphere, on track chaos, the highs and lows, and fingers crossed British podium celebrations.

Liverpool Echo Arena. Sunday, November 17. Make sure you're there because you don't want to miss this one!

Jonty

DK TURNS BLUE!

KNIGHTER SIGNS WITH SHERCO

It was possibly one of the worst kept secrets but now it's official – Manxman David Knight has confirmed that he will race for Sherco in 2014.

Announcing that he would contest only the SuperEnduro World Championship and Hard Enduro events in 2014, the question quickly asked was 'what bike's he gonna race?'. To do both he ideally needed a four-stroke for indoors and a two-stroke for the Hard Enduro stuff. And Honda only made a four-stroke.

Openly admitting to testing the factory Sherco's both in France and at home, Knight finally confirmed his

future following a final test session with the French manufacture after the EWC GP of France.

"I think we have a lot of potential to do well – there will be a very good group of engineers behind me. I think we can surprise lots of people. I'm sad to leave Honda, also a very good bike that I loved riding, but I need a proper team behind me as it's been so difficult logistically this year."

Now with his immediate future secured, Knight is working hard to ensure a winning debut ride at the opening round of the SuperEnduro World Championship at the Echo Arena in Liverpool on **November 17**.



Jonny Walker's expected to shine in Liverpool

SUPERENDURO SHENANIGANS

LIVERPOOL'S BIG NIGHT DRAWS EVER CLOSER

With just six weeks to go until the SuperEnduro World Championship arrives to Liverpool's Echo Arena, plans for the event are beginning to come together nicely.

Taking centre stage, the SuperEnduro action will, of course, be the main focus on the night. Taddy Blazusiak, Jonny Walker, David Knight – on his new Sherco – are the headline acts with several big named EWC regulars set to announce they're in once the ISDE is done and dusted.

But with Spain's Alfredo Gomez making his debut ride aboard his new Husqvarna, Danny McCanney and guys like Paul Bolton and James Dabill all in the mix the action should be seriously hot on track.

The 'Prestige' class as it's to be known will feature three finals along with two for the SuperEnduro Junior and the Women's class, where home

favourite Jane Daniels goes head to head with X Games Gold medallist Laia Sanz (who she recently beat at the EWC in France, don't you know!).

Keeping the party going through the show, event organisers have announced that Britain's #1 freestyler, Jamie Squibb, will also be in the house with five of his buddies throwing down whips, backflips, and a whole host of other aeronautical acrobatics.

And if that's not enough there's the SuperEnduro bicycle race to keep you entertained. Swapping engines for pedal power a host of the UK's top cycling talent, including downhill legend Danny Hart, will go head to head around the SuperEnduro course.

All in all, it looks set to be a blast. Tickets are already on sale and being snapped up fast so get yours by logging on to the Echo Arena website www.echoarena.com or by calling their Box Office number **0844 8000 400**.



Alex Salvini is crowned champion in France

ISDE IS GO!

SIX DAYS SET TO BE A STORMER...

As DBR went to press the much-anticipated start of the 2013 International Six Days Enduro was, well, starting, with Britain's youngsters ready to battle it out for the top spot in the World Junior Trophy category in Sardinia.

France, thanks to many recent ISDE triumphs, heads the World Trophy class. Unfortunately, by the time you read this you'll likely already know who the winners, so we'll predict France for the Trophy team win, Great Britain, for the Junior Trophy top spot, and France are most likely to win the Women's class.

The French are of course the most dominant enduro nation in the world right now and look set to defend the ISDE crown they won in Germany last year. Even with Christophe Nambotin forced to withdraw from the race at the eleventh hour due to ligament damage to his thumb, they still have three world champions at their disposal. They'll be a hard team to beat but it seems as if Spain and Italy are most certainly up for the challenge.

Italy and France have a long established rivalry in the ISDE and with the centennial event being held on their home turf they don't want to be outclassed by France. With newly crowned world champ Alex Salvini leading the way, and with a wealth of home support behind them, Italy believe they have the measure of the French. Spain are also feeling good, too. Ivan Cervantes leads a solid Spanish line up that are expected to shine in the dry conditions, but Australia aren't to be overlooked.

But it's in the junior class where British interest lies. GB Jnr has a realistic shot at winning. All four of our boys – Danny McCanney, Jamie McCanney, Jack Rowland and Steve Holcombe – are producing the form of their lives and are seriously capable of getting the job done. Defending champs France will of course be tough to beat and Italy are strong contenders for the top step of the podium too. But if Britain ride the race of their lives then anything is possible. Watch this space!

MUDDY HELL!

WASH-OUT FINALE FOR EWC IN FRANCE

Torrential rain at the GP of France in St Flour brought the 2013 Enduro World Championship to a muddy close. After a two-month break it was anything but the championship finale most were expecting.

Wrapping up their respective Enduro 1 and Enduro 3 classes in Greece, the KTM duo of Antoine Meo and Christophe Nambotin were already world champions. However, the Enduro 2, Enduro Junior and Women's titles were still up for grabs.

Holding a 33-point lead in E2 entering St Flour, Italy's Alex Salvini (Honda) was on course to capture his debut world title. For Salvini, 2013 has been a season he made his own. Not touted as a pre-season potential title contender, Salvini quickly made his presence felt by taking three wins from four starts in Chile and Argentina.

Further success followed and with a decent points gap over his rivals, the Honda rider needed to place ninth or better on day one to get the job done in France.

Trailing early pacesetter Pela Renet

(Husaberg) during lap one, Salvini hit his stride as the rain began to fall hard. With the downpour making the special tests almost impassable, Salvini hung on to take the win and with it claim the title.

Fairing worst, despite setting the fastest times, was David Knight (Honda). With organisers forced to reschedule the time checks, Knight unknowingly checked into a time control three minutes early. The result denied him a shot at winning, pushing him back to sixth. On day two a shortened course, which only included the cross test, saw Salvini end his year on a high with another win.

With the Enduro 1 title already secured, KTM's Antoine Meo arrived in France armed with a KTM 125 EXC. With the conditions working to his advantage, Meo claimed victory on day one. On day two it was Sherco's Jeremy Tarroux that capitalised on a mistake by Finland's Eero Remes (TM) to take his debut EWC win.

In the Enduro 3 class, Christophe Nambotin (KTM) delivered a master class in the muddy conditions of day

one and topped his class by a massive three minutes. A double win was on the cards until the Frenchman crashed out of the race on day two. His sudden exit opened the way for Husaberg's Mathias Bellino – the 2012 Enduro Junior champion – to collect his first ever senior class win.

In the Enduro Junior class, Australia's Matt Phillips (Husqvarna) was also on the verge of collecting his first world title on day one. Battling hard with Danny McCanney (Gas Gas) the Aussie had no answer for the Manxman in the heavy, muddy conditions.

With McCanney easing away to his first win of the season, Phillips ended his day as runner-up and secured the title. On day two it was Frenchman Loic Larrieu (Husaberg) that took the final win of the season. Jamie McCanney (Husaberg) made an impressive debut ride in the EJ class to take second with Danny McCanney slipping back to third.

Despite collecting a double win in the Women's class, Brit Jane Daniels (Husaberg) was powerless to stop Laia Sanz (Honda) from successfully defending her world title.

TITLE DECIDER

ALL TO PLAY FOR AT BEC FINALE

Who's going to win the 2013 British Enduro Championship? Well, following the next to last round of the series where Enduro Youth World Champion Jamie McCanney kicked ass over the two days of competition, it's looking like a two-rider fight for top honours between the young Manxman and Tom Sagar.

Sagar, who hit the ground running at the start of the season, dipped in form at the penultimate round of the season at the Natterjack. The KTM rider had just come off the back of a recent hand injury and was more focused on salvaging points than squaring up against McCanney for the win. Knowing that a pair of top three results would see him hold on to his points lead,

Sagar set about achieving exactly that.

Easing his way into day one, Sagar slotted in behind McCanney and Jonny Walker (KTM) to take third. Feeling more confident on day two he pushed hard to challenge the leader and ended his day in third 11 seconds behind Walker. Showing his best form of the year, Walker sandwiched himself between the two championship contenders to take second both days.

Loving the conditions and benefiting from Walker's newfound form, McCanney ripped his way to a double win. With just the final round of the BEC remaining in the Thetford forest on November 24, and with only two points now separating Sagar from McCanney, it's game on!



Jamie McCanney's in the hot seat to take the BEC title

CH RACING LA MORTE?

END OF THE ROAD FOR ITALIAN TEAM?

Uncertainty surrounds one of the EWC's longest standing, and most successful, teams as the Husqvarna CH Racing Monster Energy team look to be about to bow out of the international enduro scene.

Caught up in the kerfuffle surrounding the takeover of Husqvarna by KTM, Fabrizio Azzalin's team may get left out in the cold when the game of musical chairs stops. At present all that has been confirmed is that Husqvarna will have only one official team in the EWC paddock in 2014 and that that will be run by Husaberg team manager Thomas Gustavsson.

The CH Racing squad have yet to secure a deal with Husqvarna for next season. Only time will tell if we will see them return to the track in 2014.



Another title for Kristian Whatley...

MASTERS DISASTER!

AMCA PRO SERIES ENDS WITH A WHIMPER...

With the final round of the Wulfsport British Masters cancelled due to a lack of entries an announcement was made by series head honcho Ken Winstanley that the championship will not run in 2014 and beyond. In an open letter Ken wrote...

After much thought, deliberation and heart searching, we have decided not to continue with the Masters series in 2014, and to concentrate on family and other business.

We feel that after 13 years of running the KWS and Masters that the series has reached its natural conclusion and that it is time for others to take the baton.

The series was originally devised

with the aim of presenting the best possible meetings and tracks for the rider, whether youth, amateur or pro and judging by the rider support over the years it has been successful in this aim and we thank all our riders, past and present.

The loyalty and hard work shown by our many staff from day one has made the series what it is and our best thanks go to them. There are too many to name individually, but thank you all, you know who you are.

The support of Don and Carol and the AMCA office has been integral to the series for the past 10 years and thank you to all of them.

We would also like to thank all our sponsors, too many to name them all, but in particular, Bill Brown, Barry Uran

and Kevin Price who have been with us from day one and believed in the series and without whom it would not have happened.

It is now time for the Masters to bow out but we will not doubt be around this sport in one way or another and hopefully will still see some of the many friends we have made, elsewhere in the future.

Yours in sport,
Ken Winstanley

We guess all that's left to be said is it's just a shame that the series finally went out with a whimper rather than a bang. Well done Ken and everyone else involved – your championship will be missed!



Tai's on the brink of taking the SGP title

DOWN TO THE WIRE!

THE SGP TITLE CHASE IS GOING DOWN TO THE LAST ROUND...

If everything had gone to plan in Stockholm's Friends Arena Tai Woffinden would be Speedway world champion right now but after a so-so start from gate four in heat two the recently turned 23 year old Brit tangled with Polish legend Tomasz Gollob throwing both riders violently to the floor. While Tomasz went to hospital with a broken C7 vertebrae Tai could continue the meeting although the plate holding his collarbone together was bent in the crash.

Riding in a whole heap of pain Woffinden managed to score seven points on the night which was agonisingly just six short of the 13 he needed to seal the deal. Now he'll have to score six points in Torun, Poland if – and it's a big if – Jarek Hampel scores maximum points on the night to be world champion. One thing's for sure and that's the final round is gonna be a thriller as homeboy Hampel looks to steal the title right from under Tai's nose...

SERIES STANDINGS

1	Tai Woffinden	141
2	Jarek Hampel	125
3	Niels-Kristian Iversen	119

SERIES STANDINGS

PRO MX1

1	Kristian Whatley	580
2	Josh Waterman	439
3	Ashley Wilde	427

PRO MX2

1	Neville Bradshaw	569
2	Bryan MacKenzie	476
3	Dan Thornhill	388

AMATEUR MX1

1	Chad Yarranton	967
2	Luke Meredith	943
3	Daniel Hutchinson	939

AMATEUR MX2

1	Adam Wells	1054
2	Richard Cannings	947
3	Zac Stealey	931

PIRELLI MX1

1	Jason Kendrick	1035
2	Jake Thompson	955
3	Shaun Scrivens	951

PIRELLI MX2

1	Bradley Wheeler	1191
2	Steve Turvey	1004
3	Aiden Wigger	870



JAW DROPPIN'!

JOSH WATERMAN BOUNCES BACK TO TAKE 250 TWO-STROKE TITLE...

If one man deserves his championship crown more than all others this year it has to be Josh Waterman who bounces back from an awful crash and some horrific injuries in the Matterley GP Amateur Super Final to clinch the Open Expert title at the Culham Two-Stroke championship showdown.

After missing the Hawkstone round completely Josh rides the finale with a wired jaw running 2-1-1 to stand on top of the podium at the end of the day. A man of few words anyway Josh finds it difficult to talk in his current predicament so keeps things brief. "It feels so good to win it. I could have cried at Hawkstone when I saw my lead almost disappear but I was determined to win the championship."

Lewis Gregory has it much easier and wraps up the 125 Expert class title by winning moto one before crashing out of race two which means he's a no-show for moto three. "The track's gnarly and it can easily bite you," says Lewis later. "The series has been great and I've really enjoyed it which is what it's all about for me and I'm very happy to win it – eight months ago I wasn't even sure I'd be riding this season so to bag the championship is real good."

SERIES STANDINGS

125 EXPERT

- 1 **Lewis Gregory** 417
- 2 **Jim Davies** 385
- 3 **Seb Osborne** 323

125 JUNIOR

- 1 **Rob Holyoake** 451
- 2 **Josh Coleman** 332
- 3 **Jordan Dunne** 294

OPEN EXPERT

- 1 **Josh Waterman** 394
- 2 **Robert Hamilton** 361
- 3 **Seb Osborne** 346

OPEN JUNIOR

- 1 **Jack Gregory** 407
- 2 **Chris Povey** 404
- 3 **Timmy Andrews** 298



TRANSPORTER!

GETTING TO THE TRACK NO MATTER WHAT...

What do you do if you just have to go riding but you ain't got a van, trailer, motor home or any other way of getting your bike to the track? Well if your name's Dan Tyldesley you improvise which in this case means stripping down your RM125 and throwing it in the back of your VW Golf for a riding trip in Belgium! Good work Danny boy!



DANGEROUS

DUTCH DELIGHT!

LEE TAKES THIRD IN THE IMBAS THEN MOVES INTO A NEW LOVE NEST – AWWWWWWW!

Words by Lee Dunham Photo by Mike Wood

So after a long year of racing I'm sure pretty much everyone who races has had some down moments but on the whole some great moments too. Talking of great moments how cool was it to watch Shaun Simpson kick ass in Lierop?

At that time I was training a lot at Fatcat Motoparc in the sand trying to get ready for the Dutch round of the IMBA European Championships at Meijel. It's a wooded circuit pretty fast and smooth to start with but then it just gets bottomless! Going into this race I was fourth in the standings and I knew I had the Dutch #1 hot on my tail and for sure he would be wanting to put in a super score on his home turf to snatch my position.

So qualifying went pretty good. I ended up ninth and mixed it with the Dutchies which was cool. In the first moto I got a pretty dire jump from the start gate but managed to sneak a few passes in the first few corners. From here on in I was chasing and got back to ninth. In moto two I got a much better start, Brad O'Leary and I were twisting it and we sat in fifth and sixth. Brad crashed though about mid moto half way around a right hand bend and it handed me fifth and my personal best result in Holland.

By now the track conditionings were hugely worsening (if that's even a word). Moto 3 was so tough! I had a decent start, which sat me on the tail end of a chain of riders from fifth to ninth, however I made one big mistake in these nasty rolling whoops that meant I lost valuable seconds. I stayed in ninth until the flag for eighth overall on the day and third overall in the IMBA standings.

Our Team GB pits were parked next to the crazy Belgians and when I say crazy, I mean crazy – it was like a circus. One of their riders won so everyone was dressed up in fancy dress and wearing face paint!

So we road tripped it back and made it in time for work the next day. Work's usually a bit of a bore – however this Monday morning was awesome for us. We picked up the keys for our first house! So Monday evening after training was spent pretty much being an odd job and DIY man. Although most things are pretty simple and straight forward we had a bit of difficulty plumbing in the washing machine at first but

luckily a Samco hose from a 450 radiator set worked a treat and stopped all my issues. So now when you open the sink door there's a bright blue hose staring at you. At least we know we're safe should any stones or rocks flying under the sink.

The weekend after we headed off around the M25 car park to Swanley in Kent for the penultimate round of the AMCA championship at Canada Heights. The track was awesome and it had been ripped up really deep and graded really well.

In qualifying I headed right up until something happened with the timing system. I'm still not sure what happened but it meant there was apparently five minutes left on the clock even though the finish flag went out. Some complained and so an extra five minutes of qualifying went on. I ended up second in qualifying which I was happy about and it gave me a pretty decent choice of gate pick all day.

In moto one I gated third and after a lap I got into second and followed O'Leary for the race. In moto two it pretty much went the same although for some of the race Brad followed me before he got past. Moto three went better. I got a third place start but moved into first within a few laps and then got my head down and created a nice gap for the remainder of the race. That weekend I enjoyed quite a bit and moved 161 points clear at the top. The last few weeks I've ridden with O'Leary in six races straight. Up until then, we'd not raced for about six years – since the 250F days in fact!

There's a gap now until my last race at Norley. It's the final clash of the AMCA MX1 championships and also the final of the MX2 championship too. Hopefully we'll have some good news to write about in the next issue but hopefully you'll already know the result as you'll be there hanging over the fence at the track!

After Norley I'll be doing the annual Weymouth Beach Race! If you get chance get down there! I know it's probably going to be a long way to watch for most of you but it's a fun family day out. If you go to Norley or Weymouth come and say hello!

Lee Dunham
#281



DIRT DAZE!

THE INTERNATIONAL DIRT BIKE SHOW IS COMING RIGHT UP AND IT'S LOOKING LIKELY TO BE AN ABSOLUTE DOOZIE...

The 2013 International Dirt Bike Show opens its doors at 9.30am on Thursday October 31 with a bargain half-price admission policy for adult visitors – £6 if bought in advance up until midnight on October 27 or £7.50 if bought on the door. What's more, once inside the Stoneleigh Park halls, apart from grabbing a bargain or two in the retail hall there will be little pressure on the family budget as halls four and five will be stacked out with plenty of free, live entertainment and have-a-go activities.

Back-to-back MX2 world champ Jeffrey Herlings will be in attendance on Friday November 1 to meet and greet his army of UK fans. Motocross fans disappointed not to see him in action at Matterley Basin will now get the chance to meet n' greet the KTM star when he

spends the day at Stoneleigh. Armed with a stash of posters, Herlings will be based around the KTM stand, complete with his championship-winning bike, ready to sign autographs and stuff.

For the first time in a number of years, all major motocross/enduro manufacturers will exhibit their latest production and factory race-spec machinery in the main exhibition hall two. So that's where you'll find KTM, Yamaha, Honda, Kawasaki, Suzuki and YCF pit bikes. Over in hall three, Gas Gas, Beta, Sherco, Oset, Mecatecno and Montesa will create a Trials Zone and enduro/trail specialists AJP and TM will be there too.

On the parts, accessories and kit front you can expect to find Apico, Cl Sport, Danger UK, Fox Europe, Madison, MH Racing, and Talon lining

up alongside tyre and oil giants Dunlop, Golden Tyre, Michelin, Motul, Putoline and Rock Oil.

For many, a visit to the largest off-road show in Europe wouldn't be complete without the chance to grab a good deal, and this is where the retail areas of the show come into play.

The hall one dedicated retail area will again be the only main area from which exhibitors can sell stuff and it is hoped this clearly defined selling area will make it a better experience for visitors. Here you'll find retail outlets, large and small, such as 1st MX, Action Cameras, AT Motocross, BG Motorcycles, Motorbikebits, BRP Imports, Central Wheels, Chaneco, Craigs, Custom Lids, Demon MX, Demon Tweaks, Eurotek KTM, Formula Power, Fro Systems, Gilbert and

Mellish, HRS, Herts MX, Hockey Racing, JBE, Malcolm Rathmell Sport, Matt Gardener MX, McComps, MD Racing, Middleton MX, Mojo, Motopross, MX Zone, Ossur UK, Performance Parts, PitBitz, Pro Green MX, Pro-Carbon Racing, Pulse, PXC, Race Bike Bitz, Race Spec, Road & Trials, SCS Shirt Printing, St Blazey, Stormer MX, Sun Leisure, Super MX, Venhill and West Country Windings all under one roof.

The other hall where retailing will be taking place is adjacent to the hall four Activity Zone where the weekend-only 'Evoshock' Moto Jumble will be housed. This angle of the show was introduced in 2011 and proved to be a resounding success. Open from 10.30am to 5.00pm on Saturday and 10.30am to 4.30pm on Sunday.

Show visitors can expect a wide

Bryan MacKenzie will be hanging out all weekend on the Kawasaki stand



Major manufacturers like KTM will be in attendance

variety of goods to be on offer in the weather-beating, fully enclosed and covered external hall, which is linked to the main halls with a tunnel.

Enthusiastic TV commentator Jack Burnicle returns to oversee proceedings on the main stage and this is where you'll have to head if you want to catch interviews with off-road sporting stars and personalities. This year though you'll also find a stage in hall three – accessed via both main halls – and here former British Supersport champion Steve Plater will host a series of short seminars touching on all aspects of off-road with a varied line-up of expert speakers on hand.

The action will be non-stop in hall four where three-time British trials champ Steve Colley will take to the floor and get some air time with his

ultra-popular trials bike stunt show. The 2009 British and European Flat Track Champion Pete Boast and team will demonstrate the body positioning and brake/throttle skills involved in the hectic discipline of Short Track racing and show favourites Danny Butler and crew will perform impressive stunts on their mountain bikes to show that you don't always need an engine to pull a trick or two.

Rounds three and four of the new all-action Fro Systems UK Superlite Series will take place over the weekend of the show within the actual show halls and the event will be filmed for future screening on MotorsTV. Four classes will fly around a purpose-built super-cross-style circuit that will include plenty of whoops, jumps and berms. There will be three qualifying heats per

class running throughout the day on both Saturday and Sunday, followed by the main super final events from 3pm onwards.

To give visitors a taste for action, professional racers will put on demo races on the Thursday and Friday of the show. The series is open to club riders aged 14 and over and a prize giving will take place on Sunday in hall five.

Family members wanting hands-on experience won't be disappointed at the show as an array of activities, including Oset trials for the kids, intro-to-intermediate trials try-outs for adults, as well as kids quads and remote control motorcycles will all be free-of-charge in hall five. If you're 16 and over and fancy having a crack at riding a geared road bike, the motorcycle industry Get On brigade will be only too happy to assist.

Huge savings can be made by buying tickets in advance and, thanks to its tremendous success last year, half-price Thursday for adults is back again in 2013. This means an adult buying a ticket in advance can gain entry for just £6 or the on-the-door price for the Thursday will be just £7.50. Children aged 10 and under go free, so a family of four with two youngsters aged 10 and under visiting on the show's opening day – that's Thursday October 31 – could enjoy a whole day of off-road fun for a bargain £12. Parking is free, as is the souvenir Show Guide.

The International Dirt Bike Show box office will remain open right up until midnight on Sunday October 27. Tickets can be bought through the official website www.dirtbikeshow.co.uk or by calling 0844 338 8000.



KTM CUCKOO CLOCK

If you're cuckoo for KTMs then you've probably already got an SX-F, some orange pit wear and a KTM toaster so you'll be needing something else to spend your hard earned on and we think we've got just the thing – yep, it's a KTM cuckoo clock. Just when you thought you'd seen it all KTM raise the bar with a motocross time piece that'll really hit the spot with race fans around the world. KTM's Ross Walker reckons, "it's mega...a bike pops out on the hour and revs and it's even got a nice touch of pistons hanging down like a real cuckoo clock adjuster would!" So there you have it from an expert...

Price: £32.92
Supplier: ktm.com
Contact: 01280 709500



ALPINESTARS TECHSTAR RACEWEAR

Celebrate 50 years of Alpinestars awesomeness by treating yourself to some 2014 Techstar racewear that's finally here in the UK and looking fantastic. Considered the premium kit in Alpinestars' range it's little surprise that Techstar gear offers excellent fit and functionality – and it's built to last too! So, if you like the look then don't delay, go find an Alpinestars dealer and hook yourself up today!

Price: Pants £149.99
Jersey £44.99
Gloves £37.99
Supplier: alpinestars.com
Contact: CI Sport 01372 378000

BOLT HARDWARE DIRT BIKE FASTENERS

It's almost like Bolt Hardware's range of nuts, bolts n' washers is a secret which is unreal because their range of fasteners and fastener related paraphernalia is simply stunning and must be seen. The full range is available now through the Apico dealer network and you can see it on their website (www.apico.co.uk) n'all with RRP's n' everything...

Price: various
Supplier: apico.co.uk
Contact: 01282



MBO SPORT NEOPRENE FORK PROTECTORS

If you wanna protect your upper fork legs from roost and rocks and stuff then you could do a lot worse than getting your hands on a pair of these neoprene fork protectors from MBO Sport.

Price: £11.99
Supplier: mbosport.com
Contact: 0208 660 0054

JT BRAKING BRAKE DISCS

I was a little surprised to find out that JT – that's the sprocket company and not the clothing brand – produced braking discs too. And it turned out to be a pleasant surprise n'all as they're actually a really good bit of kit and oh-so competitively priced! So if you're in need of new rotors go check some out...

Price: various
Supplier: jtbraking.com
Contact: 01322 526236



MUC-OFF CLEANING RANGE

Some folk say that cleanliness is next to godliness and if they're the kind of folk that you want to impress you might want to pick up some Muc-Off from your local dirt bike dealer. Although the brand is the oldest around, the products in the range are amongst the most highly developed thanks to Muc-Off's dedication to bringing you the best performing and most ecologically sound cleaning products around.

Price: various
Supplier: muc-off.com
Contact: 01202 746853



DBRITMX 2014 CALENDAR

Almost everyone likes dates so how about securing 365 of 'em in one go by buying our 2014 calendar that's choc full of your favourites like January 6, July 17 and November 3. And as well as lots of days, months and numbers inside there are full colour dirt bike images to look at n'all which makes this calendar well worthy of sticking on your wall...

Price: £9.99

Supplier: dirtbikerider.com

Contact: 01524 834030

HIFLO PREMIUM FILTERS

Hiflofiltro oil and air filters are engineered to extremely high standards to provide the ultimate level of protection for your engine and easily exceed OEM equipment performance levels. Sounds pretty damn good right?

Price: various

Supplier: hiflofiltro.com

Contact: 01322 526236



BRITOOOL EXPERT SOCKET SET

Although these 1/2 inch drive sockets are a little on the large side for most dirt bike repairs they're the daddy for doing hefty jobs like suspension linkage services for instance. This 10-piece set of six-sided sockets comes with 9, 10, 11, 12, 13, 14, 15, 17, 18, 19 mm sockets, is manufactured in chrome vanadium steel for maximum durability and comes on a mounting rail to keep them all safe and stuff.

Price: £32.46

Supplier: britool-expert.co.uk

Contact: 01142 917266

THOR PRO CIRCUIT HELMET AND TEE

THOR have gone all PC for 2014, nah, not politically correct (because they still like to fire a few WTFs out there when a lazer pen gets pointed at their number one guy) but here with this homage to Pro Circuit which has seen them craft two new sweet looking lines – a Pro Circuit Verge helmet and PC tee. Get some!

Price: Helmet £249.99 Tee £19.99

Supplier: madison.co.uk

Contact: 0870 034 7226



LEATT PROTECTION PRODUCTS

Although most people think of neck protection when Leatt is mentioned the truth is the company now offers so much more, such as this fully CE approved Pro Junior chest protector and unique Roost tee. Both products fit in with Leatt's mantra of offering the best protection available and aren't prohibitively expensive either which is good news for all you safety conscious racers – and parents of racers – out there!

Price: Chest Protector Pro Junior £111

Roost tee £41.40

Supplier: apico.co.uk

Contact: 01282 473190

ETNIES LIMITED EDITION SKATE SHOES

Etnies fall range of limited edition shoes has landed at FreestyleXtreme and includes these awesome new Twitch, Metal Mulisha and Rockstar doozies. Being Etnies you know they're gonna be super comfy and last forever so if you like the look then yourself up you should hook...

Price: see website

Supplier: freestylextreme.com

Contact: 0117 304 9561





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KILLA RED



CHAD REED



ENCORE
 BLACK



DAY GLO
 GREEN



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 WHITE FADE



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STORMING THE CASTLE!

THE 2013 VETERANS MOTOCROSS DES NATIONS AT FARLEIGH CASTLE IS ONCE AGAIN A RESOUNDING SUCCESS AND IT'S NO WONDER WITH AN ARRAY OF FORMER WORLD AND AMERICAN MOTOCROSS CHAMPIONS ALL COMING TOGETHER TO ROLL BACK THE YEARS...

Words by Jeff Perrett Photos by Nuno Laranjeira



John Dowd tears up
the Field of Dreams...



Let's get straight to the point here. The Veterans Motocross des Nations (VMXdN) is an awesome event no matter which era of motocross is your favourite – it really has all the essential minerals that make our sport great. There's no over commercialism here or corporate sponsorship talk of how a rider's tyres are hooking up, it's just motocross in its most simplistic and beautiful form.

This year I went to Farleigh Castle and decided not to race. Instead of being out there on one of my favourite tracks in this country – and indeed of all time – and suffering due to a total lack of preparation and obvious fitness I decided I wanted to soak up the atmosphere this time around and I certainly did that better than I soaked up the bumps last year. For one I could move well enough to drive home!

It was still another brilliant weekend though. The Friday weather threatened to take the edge of the event but incredibly only made it better by making the perfect Farleigh Castle soil

prime for the racing. And what an incredible weekend of racing it was too. There seemed to be more overtaking and battling over this one weekend than I've seen all year at various other races. People didn't seem quite so worked up either. Bikes were falling apart and breaking down all the time but for the best part people didn't seem to care – it's all part and parcel of an event like this.

Then there's the obvious nostalgia of it all. Truly some of the sports greatest were racing, heroes like Jean Michel Bayle and Guy Cooper to name just two of many. I mean if that's not worth the admission fee itself I don't know what is. I'd pay just to watch those two ride around in a field on their own!

I could literally write for hours about the VMXdN and throw out so many superlatives but on this occasion I thought it would be better to let the true champions of motocross and the man who came up with the idea of this fantastic event put it into words. The VMXdN I salute you with as much sincerity as I thank you. We'll meet again next year, I promise...

>>

John May and Aaron
Poolman go bar-to-bar
out of the Farleigh gate



KING of the CASTLE!

CHECKING IN WITH THE VMXDn'S HEAD HONCHO...

Dave King is widely recognised as the man who came up with the 'Eureka' moment and put the VMXDn on the map. We caught up with him the day after the event (while he was out litter picking!) to get his take on another awesome weekend and how it all came about.

DBR: So another blinding weekend. How did you feel it went this year?

DK: "It went well considering the weather we had Friday night. It could've been a catastrophe. The track conditions were just about perfect which was incredible really. I say perfect, I mean the soil because the actual track at the end of racing was so rough, probably the roughest I've seen it since we've been here doing the VMXDn. The riders said it was brutal."

DBR: This event has really established itself now hasn't it?

DK: "Yeah I guess it has. As much as it's still worked out on the back of a fag packet as such it's on the calendar now and more and more people know about it and are spreading the word."

DBR: How did it all come about?

DK: "I'd be going to a few of those twinshock meetings abroad in mainland Europe since about 1998 – even a couple in America – and as much as I thought they were great events they were all bikes before my era, they were missing the '80s. It was all twinshocks and the '70s then I bought the factory Honda CR500 from Dave Thorpe and it was then I thought how cool it would be to see him ride it again. I thought it would be great to share that with everyone and I thought what better place than Farleigh Castle and his famous ride

from last to first and that's where the idea came from to do this. Dave agreed to that and that really kick-started the interest in it all back in 2009."

DBR: So once the idea had sparked in your head what did you do to get it in motion?

DK: "I found out who the farm manager for Farleigh was and approached him. At that time Farleigh was only used once a year and it had fallen off the radar a bit, I suppose because it's not a modern track with a load of jumps local clubs didn't think of using it. We agreed a deal to run it there and then we just really set about putting the word out. We were then doing it, it was happening but there was loads of stuff to worry about, we hadn't really planned it out that much. I called Wayne Parker from the Ringwood club and asked if we could borrow all of their track marking plastic pegs because we didn't have any, then I had to go to MD Racing to get a load of track tape, stuff like that, we had nothing. There were entries to worry about, you know, all that red tape stuff so it was a lot of work but it was something we all wanted to see happen so we just got our heads down and tried to make it work."

DBR: Well you've certainly done that! You say 'we', so I'm guessing there was a tight group of people from the inception?

DK: "Yeah, there were four of us who got it together at the start – myself, John Trueman, Phil Stone and John Steadman."

DBR: So not three wise men but four because let's be honest, it's a winning formula and that seemed to spread like wildfire...

DK: "Yeah it did, but then we also really did push it. I'd say we were one of the first events to really use the internet to push our event. We were on forums all the time, just constantly going on about it and I guess people just loved the concept of it. James Millard has done an amazing job with the Facebook page and social media for us."

DBR: Did you honestly, hand on heart, believe it would get to the level it is now and have the iconic names you've had come and race at Farleigh?

DK: "Never, never in a million years. I did hope that the first one would be a success and then we'd see how we went from there but I never imagined we'd have some of the names we've had race or attend. I'm a motocross fan and the '80s were my generation really so if I see a name from the past or I know someone who knows them at a GP paddock I'll go and ask them to see if they are interested in racing. Now more people know about the event it's a little easier to get people interested. Having said that I'd never dreamt I'd get the American riders involved like I have. Jean Michel Bayle....I'd never even bother asking him on my own accord really. That came about through conversations with Fabrice Valeri who used to own Oxbow clothing – he personally put in 30,000 Euros so we could get the French team here and I can't thank him enough for that."

DBR: Now you've created this amazing race in the world of motocross can you ever escape it?

DK: "Yeah I suppose I could but I don't really want to. Every day I'm thinking about it and who we could get to race it. If I get a bored moment at work or something



Dave King and the factory Honda RC500 he bought from Dave Thorpe



Gordon Crockard is a regular at the VMXdn



VMXdn virgin Jean Michel Bayle has vowed he'll be back



like that I'll chase somebody up about the event somehow. My job with the event now is really just about trying to get the legends to race it really. Once Friday night comes my job is done really, although you may see me dashing around. The ACU take care of the actual running of the event and we do more of the promotional and organisation of getting it to that stage...in our own hap-hazard way. The first three events we tried to do everything but then we realised we couldn't do it all ourselves."

DBR: Do you think the event highlights that maybe our sport hasn't improved for the better?

DK: "Yeah I think maybe it has. The bikes and Farleigh make for good racing, there are no big technical modern jumps or timing sections but there's flowing corners with plenty of lines. I had a long conversation with John Dowd about it. He's just finally finished his long, illustrious pro career after riding the Southwick National for the last time this year and he even he said that the tracks have just got way too many big jumps these days. He said that you get proper racing on tracks like this because for the best part everybody can do the big jumps and at the same speed on more modern tracks. I also think it highlights that racing can be brilliant but in a more relaxed atmosphere."

DBR: Didn't you have issues registering the name VMXdn?

DK: "Yeah, that was a week before the very first event. I've still got the letter from the FIM. We were doing a good job at the publicity and Geoff Meyer put a feature on his website about it and that's when they got wind of it and within a couple of days we had a letter

from the FIM saying we were forbidden to use that name for it. We changed it to the Veterans World Cup or something like that but the motocross public never took to that and everyone just knows it as the VMXdn which is good, because effectively that's what it is."

DBR: So who's on your hit list of 'legends' to grace us with next? I heard Ricky Carmichael's name being branded about this weekend!

DK: "Oh yeah! Chris Dawson came up to me this weekend and said that Carmichael is his favourite rider and he'd love to see him here and offered a large sum of money to wave under his nose. Whether it will be enough we'll have to wait and see, or whether he'd even consider coming here but it would be great if he did. I know he was just a kid in the '80s but it's Ricky Carmichael we're talking about here. Imagine seeing him go around this place on a 500cc two stroke!"

DBR: Imagine indeed. That would be something else. The support, just like the event itself seems to be growing all the time. Are you worried that it will become over commercialised or too corporate and lose its appeal?

DK: "As long as I'm involved with it I'll make sure that won't happen. It's got that homemade feel to it and not mass produced if you know what I mean and I think that's the real appeal. It's funny how it's the small things that people like. Last year we had one of those bars that fold out of a back of a lorry and people didn't like it at all, they prefer a rickety wooden bar in a marquee. They want a beer tent and an atmosphere so that's what we'll give them."

DBR: That's reassuring to hear Dave. It's such a great event. Now, come on, honestly you must get emotional over the weekend when you look out at what you and the others have put together?

DK: "Oh, I did yesterday, yeah. Jean Michel Bayle gave me his shirt and I couldn't really speak, I got that close to bursting into tears, these guys are my idols. Last night (Sunday) I just had to get away from the place, just emotionally it drains me. The trouble for me is for four days I'm like a kid in a sweet shop and I can pick every sweet that I want and do what I like and then Sunday afternoon comes along and I think 'f*ck, this is nearly over' and I've got wait a year for the next one."

DBR: You've created a monster haven't you? No matter what happens it will go down in MX folklore won't it?

DK: "I suppose we have really. Rider wise it can't get any bigger, we're maxed out on entries every year and we simply can't have any more bikes here racing. When I drove Jean Michel into the venue on Thursday and we looked down on the paddock he said 'and this is just a vintage meeting?' he couldn't believe the amount of people here. He got straight on the phone to his mechanic Jean Marie Hacking and asked him to bring his factory suspension!"

"Where it goes from here only time will tell. Hopefully it will just always be a brilliant event that people look forward to attending every year and will never lose that 'feel' to it. On a personal level it is weird having so many people come up and talk to you and chat to you like you've known them for years even though I sometimes haven't a clue who they are. That's a new one on me and another thing; I can honestly say that I've also been the manager of Team USA!"

French ★ ★ ★ EVOLUTION!

CATCHING UP WITH THE FRENCH DREAM TEAM

With the support of Oxbow clothing founder Fabrice Valeri the French put out one hell of a team for this year's event. Not necessarily the strongest to win but if they were still in their prime they would've been surefire contenders at any Motocross des Nations. We chatted with the three French world champions – Frederic Bolley, Jacky Vimond and Jean Michel Bayle. Unfortunately the fourth member of the evo team, Yves Demaria had to leave after the first day due to work commitments...



Yves Demaria can only race for one day leaving the French a man short



Jacky VIMOND

DBR: So Jacky, how did you find that?!

JV: "Nice! First of all it was a really great weekend and I'm happy to finish in one piece. I didn't know what to expect and I'm so surprised because the guys out there are so fast. When I tried my bike before the weekend I felt good and was happy, then I come here and ride the same and two guys pass me on the inside and three on the outside! Yesterday was good but today has been hard. The track is really bumpy and I'm really old – it's not a good combination! But I love the track, it's my favourite track in England and where I took my last GP win in 1986 so I have a lot of memories here and it's a good feeling for me to be back."

DBR: You were a mentor to Tom Church several years ago, has he been mentoring you this weekend?!

JV: "No but maybe he should've! He's been flying this weekend, he's been so good. When he past me

I thought 'okay, a 125, I can re-pass him on a hill but he was gone before I could. After two corners I couldn't see him anymore. It was lovely to see. When I spoke to him he said I was hard to pass because I was taking the same lines as him. That's good because it means he must have listened to me!"

DBR: When you do your mentoring now with the BUD Kawasaki riders do you ever ride with them?

JV: "No, never. I just watch and work with them on their technical ability."

DBR: It's a different sport now though isn't it? Have you had to adapt your philosophy on coaching because of that?

JV: "Oh for sure, and the physical side too. I now feel I could do the Tour de France because I spend so much time training with the riders on road cycles. Two weeks

ago I did 110 kilometres with the riders, I'm starting to think who is training who? We do a lot of sport together but I never ride motocross with them, it's too difficult and dangerous now I'm older. This is okay though because it's such a fun experience. Before I came here I rode four times, the first time I was so tired and I only did two times 15 minutes. Now the race is finished I'm even more tired than I was then."

DBR: Do you think the sport had more characters in your day and was it better then?

JV: "For me, something's are better and others are bad. I don't think the four-strokes help so much because it makes a lot of riders use the same line. With the two-stroke it's really different you have to be more precise and take the right line. If you leave the front brake too late you miss your line and go outside. I think the two-stroke makes a better race for everyone."

Jacky Vimond back at Farleigh and loving it!

Bayle's style hasn't changed an ounce since he last raced MX in 1992



Frederic **BOLLEY**

DBR: When was the last time you raced motocross?

FB: "I can't really remember exactly but my last major race was the final GP of 2002 – a couple of times after that I did some local races but I haven't touched a bike for about seven years now."

DBR: You made a clear break from the sport. Is that something you always planned or did your mind change once you won a world championship?

FB: "I changed my life completely after motocross; it's my style because I felt it's the safest thing to do. I'm happy with my career. It was important for me to discover a different world and different people because I had been doing motocross for so long. I raced for 23 years I think and I didn't want to end my career because of a big injury. I was happy with what I had achieved so it was time for something new."

DBR: So how are you finding it out there after all those years?

FB: "It's nice because I'm seeing a lot of people I haven't seen for a long time, people like you who I raced with but also so many fans, for me it's about having fun now. Riding out there is so hard! It's only six laps but it feels like a GP moto. The track is really nice and if I had a good feeling on the bike I'd go quicker because I like the conditions out there but I'm not prepared enough to go my fastest."

DBR: When you're riding around out there does it remind you of how tough the sport is and maybe why you stopped but also why you loved it? Does your mind's eye see the track much different?

FB: "Yes and that's why also I wanted to stop racing when I did. I didn't want to race anymore because the mindset is always there but the physical strength goes down and down and that's when you fight with yourself and injury happens. I saw too many riders get injured towards the end or after their career and I'm really scared about that. I'm happy to be here and I'm enjoying riding but not really racing."

Jean Michel **BAYLE**

DBR: Clearly you haven't lost any of that effortless style. It looked like you were really enjoying it out there?

JMB: "Yeah it's nice to be back racing. I haven't had practice for a long time and I haven't raced a major motocross race for 20 years, so for sure it's difficult but I'm just so glad to be here. I'm just trying to ride like I used to ride, trying to be smooth and avoid trouble, especially with the 500 Honda, it's a fast bike you know, so I'm trying to ride as smooth as possible with the best lines as possible and do a good race. I raced for so many years and you don't forget how to but your body maybe doesn't let you do the thing you used to do. I'm trying to be more careful than before."

DBR: Well you're certainly looking like before. How have you found the whole experience and catching up with old faces?

JMB: "It's been so much fun and that's why we did it. Riding with Jacky, Yves and Fred and then talking about our races here and times in the past has been really

good. There's no pressure so it's like when we all started. It's nice also to see some of my American friends too. We made a picture this morning with all of us and talked a lot about our time racing together. Now we're done racing it's fun and relaxed. We never always did that before, it was more intense! We were kids then, now we are men."

DBR: Do you think the sport was just maybe a little bit better in your day?

JMB: "Oh...maybe, it's difficult to say because I only raced then. I think the new bikes are much easier to race and they try to make too many motocross tracks like a supercross track so I don't think that makes the racing so close because it makes everyone nearly the same speed. I think many people like motocross like here though. So maybe now motocross has two styles, modern and this type of racing and they are different and shouldn't be mixed. That's my point of view."



Team ★ ★ ★ AMERICA!

YANKEE HEROES SADDLE UP TO SAVE THE WORLD...

Yet again Dave King and his crew did an amazing job in getting some of the biggest American motocross stars over to race and like the French riders and seemingly everyone else they loved it! Guy Cooper, Doug Dubach, Shaun Kalos and the recently pro racing retiree John Dowd, took the overall Nations win and more importantly did what they came to do. No not take the win, but to have fun. This time winning was the icing on the cake.

Guy COOPER

DBR: Guy, day two of racing here at Farleigh, how are you finding it out there today?

GC: "It seems to be a faster pace today but I've also stepped it up so I'm feeling better today. I'm starting to learn about my competition so that helps, everybody here is good. I mean there are some fast guys out there. Honestly there's 30 really fast guys and then another 60 who if we were at any other race would be in the hunt so it's been an eye opener, I never expected it to be this level of competition. I knew that Dowdy would be fast, I knew that Bayle and Bolley would be too but I didn't keep up with the GP circuit that much and there's a lot of guys, English guys, and they are ripping! Age doesn't seem to affect them that much and they're still hauling."

DBR: Have you been riding regularly since packing in pro racing?

GC: "I did a lot of riding up to 40 and then I took some time out and went out there. I took seven years off and came back just riding for a bit of fun and then at 50 I came back racing on the vintage scene but I haven't been riding nearly enough for this."

DBR: How did you get to hear about this race?

GC: "Doug Dubach called me a while back and told me about it. Dave King called me about racing it last year but I had already committed to another race in California so I couldn't make it last year."

DBR: You're out on a Suzuki RM250 riding the #6 and with the old school Arai helmet looking very similar to back in the day, but you're older so do you feel the same when you line up on that start?

GC: "Well I'm 51 now and I ache some more, I have to wear two kidney belts just to hold me together, so no, I don't quite feel the same! But still you go to the start and you get behind that gate and picture that holeshot, you know, old habits die hard but the reality is very different when you get older. As a racer you hope for a good, fair battle out there. I knew it wasn't going to be easy though, and I've been proved right on that, it's really tough going out there. You psyche yourself up to go for a podium or win but the reality this weekend is I'm fighting in the mid pack. It's been an incredible experience though, I'm so pleased I came over and done this race, it's been a hell of a lot of fun, even though I'm aching like crazy right now!"





John **DOWD**

DBR: You're riding that 500 like the good old days. Looks like you're having a lot of fun here this weekend?

JD: "Yeah I truly am. I used to race these things back home in the States, I rode a Kawi in 91/92 I think so it's great to be back on one. I was really excited to come over a ride but especially to ride one of these things because I haven't ridden one since then. It's fast, man is that thing fast!"

DBR: What about the event itself, is it what you expected it to be?

JD: "It's actually much bigger than I expected it to be, I didn't expect this much going on. There's a lot of people here and the atmosphere is amazing. There's a lot of fast guys out here who I've never heard of so it's a good challenge."

DBR: Now you've gone out on a high riding your final pro national at Southwick what are your plans?

JD: "I'm not going to do anymore nationals; that was definitely my last one. I'll probably do some local races with my son. He's 16 and getting pretty good so I'll do my best to help him and have some fun. I'll probably do some wood races, hare scrambles, stuff like that too. I won't stop riding just yet, I'll look to do different stuff to keep it fun and while I'm still having fun on a motorcycle I'll keep riding them. I'll be bouncing around and will show up again somewhere."

DBR: I'm sure you will. You were a late starter after all so you have years left in the tank right?

JD: "Well, I'm not sure about that. I was 20 when I started but I've still be racing 28 years so we'll see. But it's just fun, that's the bottom line. I still get a kick out of riding."

DBR: Do you still go to the start line with the same mentality or are you conscious of your age?

JD: "It's kind of weird because sometimes you get on a bike and you forget your age and the competitive spirit comes out. Once that motor starts something clicks in your head you know. I think at the back of your mind though you still know what your body can or cannot do and so you adapt your racing as you get older. I feel like I definitely ride a little more in control than I used to. I don't push the limits like I used to but I still try to go as fast as I can because that's the buzz. There's some great names out there racing this weekend who I'm sure all feel the same so it's really been a blast."



Doug **DUBACH**

DBR: Doug, seriously how are you racing out there after that slam you took recently? You broke every rib in your body and you're not exactly a spring chicken are you?

DB: "You know I ask myself the same question and the answer is 'I love to race and ride dirtbikes'. I also have a broken collarbone and I'm not 100 per cent by any means, I wouldn't even want to put a number on it but I just wanted to be here because it's such a fun event. These are my people, these are motocross people and that's what I am and have been from the very first day I raced a motorcycle. I fell in love with it. My wife told me 'you don't go over there and race, just go for the show and ride around' and I actually thought I'd be able to do that but I can't. There's no way, that gate drops and there's competitors and a title to win so I'm not holding back. My doctor told not to race for six months and I'm only at two and half now so he'd probably feel more pain in his side if he knew. Fortunately I'm a good starter so I've been working my way back rather than the other way around! I've passed a few guys though and that felt good. As much as my ribs and body is hurting I'm enjoying every lap."

DBR: In all the time you've been racing have you ever seriously considered stopping?

DB: "No, not really. It's funny, I see all these guys that did a farewell year and all that but I never did. I stopped racing professionally and just went right on into veterans racing. I did my last national at 38 years old and I got a top 10. It's just so much fun that I've never wanted to stop. My business keeps me involved with the sport and there's nothing I'd rather be doing."

DBR: How's the Evo scene in America?

DB: "It's there in bits and pieces. There are a couple of big events, some on the East coast I haven't been to but it's nothing like this. The biggest event in California would be half the size of this one, this is just amazing. People here love working on their bikes and love riding them and to me that's what is so special and appealing about the sport."

DBR: What's your take on the sport in general now compared to then?

DB: "Well I suppose that depends on who you ask. Because I raced in what I believe was a great era for

our sport, I'd say it was a little better back then. The camaraderie was great, the tracks seemed to make better racing, the fans were right there trackside; I just feel like that's changed a lot. I don't think the fans can be so engaged with the riders anymore. It's just very different.

"I can remember racing the Hangtown national and all the box vans were next to each other, I'm sitting on Jeff Ward's bumper chatting to him. Stanton was just a few feet away sat on our bumper and we're just having a good old time, we'll go out and try and kill each other in thirty minutes time but it seemed more united then.

"The tracks are all man-made now, gone are the natural tracks like this is and that's changed it. This is a man's track in my opinion. I mean you've got to really pay attention out there, if you haven't got your A game on it will bite you. The motocross purist doesn't want to come and watch an outdoor supercross, they want to see a big, slippery off camber turn with guys fighting to get round it and each other. Trust me riding a 500cc bike on a track like that out there makes you appreciate everything you've learned along the way."



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MOUNTAIN GOAT!

THE GREATEST ENDURO RIDER OF ALL TIME – THAT'S JUHA SALMINEN –
REFLECTS ON HIS LONG CAREER AFTER FINALLY HANGING UP HIS BOOTS...

Words and photos by Future 7 Media

He's regarded as the greatest enduro rider of all time and rightly so. Juha Salminen has just about done it all when it comes to cross-country and enduro racing. With eight individual Enduro World Championships to his name, two US GNCC titles, an overall ISDE victory and countless World Trophy team wins with Finland, as well as a sixth place 500cc Motocross GP result to his credit, there are few challenges Juha hasn't taken on and succeeded at.

But on September 8 at the EWC's GP of France, Juha brought his incredible career to a close. Announcing his retirement from full-time racing only weeks earlier, DBR sat down with the stereotypically cool, calm, and collected, Finn for a good ol' chin wag about all things bikes...

RETIREMENT...

"I've said for the last few years that as long as I'm enjoying my racing, still competitive, and earning a decent living, then I'd continue racing. So what made me decide to retire now?

"Well, honestly the level of all three of those things is going down. I'm still enjoying my racing, but until now I never had any other options other than to keep racing. It was always about staying focused on the next contract, the next season. This summer, when I started thinking about my future, I had another option – continue racing, or retire from racing and start working within the industry.

"Finally, it was a very easy decision to make. I had plenty of interest from teams to continue racing, but after two weeks I'd made the decision to stop. I was surprised how easy the decision was. That tells me it is the correct time to start a new chapter."

THE EARLY YEARS...

"I was a plumber, working in a shipyard, when I started to get serious about enduro. There was a time, when my school ended, when I had to make a decision about my future. I was riding trials then. I wasn't interested in working eight hours a day and riding part-time and becoming a full-time trials rider wasn't an option either. Enduro was a natural choice at that time. I could take my bike out of the garage and have some fun with my friends – I never had any plans to start racing.

"I guess I realised I was pretty good at enduro and started doing some races. That's when I got selected for the ISDE in the World Junior team. I didn't even know what the ISDE was then. I never had a plan to become a professional enduro rider, it just happened. At that stage I tried a world championship race and tried my best to do as badly as I could but still the result was okay. The next year I got some support – bikes and bits – and at the second round in Italy I scored some points. By the end of the year I was finishing on the podium. That was in '96. There was no option then but to continue and see how well I could do.

"I made many mistakes in '97, made all of the junior errors, and even broke my leg. But that's when Kari Tiainen asked me if I wanted to race as a professional. It meant that in '98 I got a salary and could stop working and focus only on enduro. In the middle of the year I won my first race. I've never had a plan for my career –

everything has always worked out naturally.

"I really enjoyed that time of my career. The skills that I had were different skills compared to what many of the other riders in the EWC had. That was a clear advantage for me. I didn't have to work, and work, and work... I was already one step ahead of most riders naturally. I knew why I was doing well, and developed my motocross skills. Basically, I trained all the time on motocross tracks. I had talent, but I was able to use and develop those talents, and enjoyed my time outside of Finland."

DIFFERENT BIKES, DIFFERENT CLASSES...

"I think I've been able to race different sized bikes because of my skills – they allowed me to race any bike well. Even with the BMW, which a lot of others couldn't get on with, I was able to do okay. I did what I could, and my riding style and way of thinking meant things worked out okay. I never pushed over the limit and understood what the bike was capable of. I didn't have to try too hard.

"Basically, you ride every bike in the same way. You have to understand how the bike handles and what the power allows you to do. Some riders just try and go as fast as they can. I've never done that. I've always tried to be as smooth as possible.

"Changing bikes and classes is something lots of riders do. I did it because it always gave me a new challenge – something new to focus on pre-season. Only once was I told to race in a certain class. Apart from that I always jumped from one class to another because I wanted to. But throughout my career I've got bored every three years or so."

KTM, BMW, HUSQVARNA...

"My first year with KTM was with the German importer. We had one van, two mechanics, and there were three riders – Kari Tiainen, Shane Watts, and myself. After two races Wattsy was injured and it was just myself and Kari. It was a perfect place to learn. Then I joined the Farioli KTM set-up, then raced for the team managed by Kari himself and also went to race in the States. Even though I was with KTM for 11 years a lot changed and it was a very interesting and successful time.

"It's amazing how small KTM was when I started racing for them and how big they have become now. Their image has changed completely – a small company they grew to become the biggest.

"A lot of people will say that I switched to BMW for the money and I don't deny that it was okay but it was because I needed a new challenge. I needed new motivation. BMW were a big manufacturer looking for success, so it was a new challenge. I knew it would be hard work and it ended the way it ended but it was a decision driven by motivation.

"I had to tell a lot of lies during my time at BMW. It was obvious that the bike had its limitations. In the beginning things were good. We knew we had a few issues but generally things were okay. The first two GPs, in Spain >>



and Portugal, were where we realised the small problems we'd picked up on during the winter training and testing were actually huge problems... I simply couldn't do my job of trying to win races. Those two first GPs were really tough. After that I understood that I wasn't the reason we weren't able to win. Because the bike didn't work the way it should, I couldn't ride like I knew I could. Once I understood that, I was okay with it.

"I never thought about quitting the team. Every now and then I would ask myself if it was me that was the problem but I knew it wasn't. I can say it now but the thing that helped me was riding other people's bikes when I was out practicing. Jumping from a 'traditional' bike to the project bike didn't make riding it any easier, it only made the understanding of what was wrong easier to understand.

"When BMW became Husqvarna, for me, it was great – I was on new machinery, in a new class and working with new people. Throughout my career I've always been able to switch between bikes and classes and by doing that and riding for different teams I've been able to stay motivated for as long as I have.

"Some people were expecting fireworks when I joined the CH Racing team because my Finnish personality is very different from their Italian characters. And it is a very different team to all the others I worked with – they have a unique work style. But it was fun. As you get older you don't care about stuff that doesn't matter. A competitive bike and a good, strong and supportive team is all that matters.

"It's not a secret that the bike I've been racing for the last few years, at world championship level, isn't the most developed. As my rivals got better I needed development of the machinery I'm racing so I could fight for titles. I'll let other people make up their own mind as to what machinery has developed the most in the last few years. When I won my title with Husqvarna in 2011, and when Antoine Meo won with Husqvarna, with good skills you could handle the situation and win.

MOTOCROSS...

"It was kind of just me filling in free weekends in my schedule. I was doing production testing for KTM at that time and they offered me the chance to do some GPs. I was younger, not too bad at motocross. Also, the enduro season started and finished early then. That left me with half a year to do what I wanted. I had a lot of interest in motocross then. I raced a 125 and a 500cc four-stroke. I did about five or six GPs but my best result was in Sweden with the 500. At that time Smets and Everts were the top guys.

"Things were going okay with motocross, I was learning. I was thinking about doing more with enduro. Realistically, enduro was my job – where I earned my money, and what I knew. To start from zero in motocross would have been stupid. I started to think about other enduro possibilities and that's when KTM asked me about going to the States."

GNCC SUCCESS...

"I enjoyed my time in the States. When I went there Shane Watts had a box van, there was really no team. When I went to the US they built

the team around me. I was there with a few other riders, but in the second year I was alone because the other guys were injured. I had a semi all to myself. We were free to do what we wanted.

"I was really happy there, and racing well. But home is always going to be in Finland. When I realised that I was enjoying shopping trips to the grocery store in the US, because it was something to do with my time away from racing, I realised that I wasn't going to be able to stay there for too much longer. I hate shopping in Finland. In the States it put a smile on my face, it was something to do away from motorsport. That showed me that outside of my job there was nothing for me in the States because my family was in Finland. It was tough.

"I was training like crazy in the States. At the end of 2006 I was just training, training, and training. I was trying to do something constructive with my time. When I came back to racing in Europe in 2007 I was really happy. I was fitter than ever, had my personal life back, and was really motivated. But after two years I got bored again.

HIGHS AND LOWS...

"There are so many memories from my career. Two that stand out are when I won the overall EWC title in 2003 and when I realised we had some big problems at BMW.

"The best was the last round of the world championship in Sweden in 2003. I was already the 500cc champion but for me the overall title was very, very important also. Some didn't recognise it as an official title but I was so much better than all other riders in my class I was only really focused on the overall times. That was where my competition was. It went down to the final test of the series against Stefan Merriman and I won. That was a great, great moment.

"The low point of my career was realising I wasn't going to be able to do what I wanted to do. I'd hurt my leg the weekend before in a Spanish championship but the tools I had to work with weren't what they needed to be. It was a big shock. That was the first time I didn't have the machinery to fight for a championship. I was mad with the general situation."

RIVALS...

"I think you remember the personalities more than the battles and rivalries. Stefan Merriman was the #1 – he had such a different approach to his racing. I never raced in the same class as him but we fought for five overall titles. He had a unique way of working and setting up his bike but it worked for him.

"I remember some of the crazy things that David Knight did with Yamaha in the early years. My first memory of David was in France, where he was pissed off with something. After the final test he launched his bike. During the prize giving there was one bike left in the parc ferme, with broken fenders. The team made him collect the bike from the parc ferme. We need personalities like David in the EWC.

"Johnny Aubert was the rider who beat me first. I had a DNF on day one in Spain that year, so I remember that clearly. Fausto Scovolo was the first champion that I beat. He was an old-school enduro rider."

>>



Juha's represented Finland several times in the ISDE



2008 was Salminen's last year on KTM machinery



The Finn ended his illustrious career on Husqvarna machines



Juha can win in any conditions including snow and ice





EWC – OLD AND NEW...

"Things have changed a lot during my time in the world championship. The series is more organised now, more professional, but there is good and bad in both the old and the new systems. The 'new' system has developed the sport in a new direction. Is that the right direction? Not necessarily. You should always try new things but if they don't work you have to be brave enough to go back. The new system has developed the sport in a certain direction but now I think we need to really consider if the changes have been successful.

"As a rider you can have an opinion. Team managers have opinions, media have opinions and promoters have opinions. I think all opinions need to be considered. Personally, I would change the Super Test from Friday evening. You spend the whole of Friday waiting for it to get dark and then you spend less than a minute racing your bike. I understand that sometimes spectators like it on Friday. Having the flexibility to move the Super Test to Saturday night would be good, in my opinion. The main action should remain in the forest – enduro is a forest sport. That's where the real enduro fans want to see the action."

SELF BELIEF...

"My breaks between my racing seasons, and between the races, have got longer and longer as I have got older. Back in '98 and '99 I would have a one-week break in the summer and then three or four weeks off in the winter. With more experience, and more miles on my clock, those breaks got longer. That's what worked for me.

"What I learned is that a lot of riders make the mistake of thinking that they will get slower if they take a good break. That's all in the head. Even if you don't ride for six months your skills and speed doesn't disappear. I would give my body and head some off time, and just do normal things. I'm lucky that I've always been strong in the head, and have never worried about having to ride all the time.

"I don't have any secret books, which tell me what to do on a day-to-day basis. I just did what I felt I needed to do. Taking time off can be dangerous for some riders because they lose focus and find it hard to come back to where they need to be mentally. I never had that issue. I think that's because racing was my life, aside from my family."

THE FUTURE...

"It's difficult to say what the future holds for enduro. In Finland we have a lot of riders but what we miss now is the top-level riders. I think that's the problem in many other countries, too. The future of the sport depends a lot on the riders. If the riders are happy then the teams will be happy, which means the fans will be happy. But if the teams and riders don't feel good the sport doesn't feel good. There's a lot of sports that you can follow on TV, others on the internet but ours you can't see hardly anywhere. It's difficult to compete with other sports.

"I have a new position with Husqvarna, that's my next life. It will be the same but different I guess. I have a real interest in my new future, and a lot of new things to learn..."

The BMW offered a completely different type of challenge



MANAGEMENT SPEAK

FABIO FARIOLI ON JUHA...

"It was an honour to work with Juha. It is clear that he is one of the biggest champions enduro has had and for me he was a very positive and professional racer. I learned a lot from him – he was always working 100 per cent to be the best. We saw things different at times, but he always wanted to win. Juha is always calm, very clear about what he wants. He has been a great champion."

FABRIZIO AZZALIN ON JUHA...

"Juha arrived with the CH Racing team after a strange time with BMW. But he quickly adapted to our way of doing things, and I think he enjoyed the last three years of his career. Juha won the 2011 Enduro 1 world title with us, which gave him an eighth EWC crown. He was a pleasure to work with, always clear about what he wanted and always wanting to do his best."





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AGING OUT!

IS THE UPPER AGE LIMIT OF 23 FOR MX2-CLASS RACERS HELPING OR HINDERING THE SPORT?

Words by Adam Wheeler Photos by Ray Archer

The landscape of the FIM Motocross World Championship shifted considerably when the age limit of 23 years was imposed on the MX2 class in 2010. The pyramid structure for the sport that involves a hardened ladder through regional European 65 and 85 and then into the 125 and 250 divisions alongside Grand Prix created a situation where MX2 became a fixed part of the chain and channel to MX1 (or 'MXGP' for 2014) rather than a category in its own right.

Double world champion Jeffrey Herlings has swept all before him this year before his unfortunate and untimely injury in Belgium (who didn't want to see an unbeaten season being achieved?) and that meant until Dean Ferris' comprehensive victory at the same meeting at

Bastogne or Glenn Coldenhoff stood on top of the podium at Matterley Basin that the MX2 field did not house a single GP winner.

The idea behind the ruling is clear – to funnel talent into the premier class. The scheme has several flaws though that prejudices some riders and teams. Riders because some feel they don't have the physicality to race a 450, they are slow developers compared to the teenage phenomena like Herlings and Ken Roczen and they are pushed into another class where the support or contracts mean career regression instead of progression. For the teams they are forced to pay big bucks for a racer approaching his MX2 'prime' of 20-22 or invest in unproven talent that cannot yet deliver results in the Herlings/Roczen mould. Therefore the attraction of sponsors can be even harder.

At present there is simply not enough teams in MX1 to be able to cope with the flow of riders. Where the 23 year rule should be channelling an influx into the main contest it actually seems to be having a choking effect with too many capable jockeys and not enough saddles.

This could change over the next two years if MX1/MXGP sees an enlarged degree of participation. For 2014 just Ferris and Jake Nicholls have hit the rule limit but for 2015 up to 10 riders from MX2 will be looking for either employment in MXGP or considering a move to the USA or nationals series like Brazil, Canada or Australia to earn a satisfactory living from dirt bike racing.

To gauge some feeling and explore a little more about the whys and wherefores of the ruling we canvassed some opinion from the Grand Prix paddock.

Should MX2 GPs be open to riders of any age?



Stefan Everts



Dr Wolfgang Srb



Roger Harvey



JJ Luisetti



Thomas Ramsbacher



Jake Nicholls



Dean Ferris



Tommy Searle

WHO WE ASKED...

THE ICON

- Stefan Everts, Red Bull KTM MX2 Team Manager

THE RULE MAKER

- Dr Wolfgang Srb, FIM CMS President

THE MANUFACTURER

- Roger Harvey, Honda Motor Europe Off-road Racing Manager

TEAM MANAGERS

- JJ Luisetti, CLS Monster Energy Pro Circuit Kawasaki
- Thomas Ramsbacher, Rockstar Energy Suzuki Europe - MX2

THE RIDERS

- Jake Nicholls, Wilvo Nestaan JM racing KTM
- Dean Ferris, Monster Energy Yamaha
- Tommy Searle, CLS Monster Energy Pro Circuit Kawasaki

REASONING AND JUSTIFICATION...

Ferris: "They are grooming the best riders for MX1 and pushing people through EMX, MX2 and into that class for years to come. I think the sport would seem healthier without it...it might also be tough to get a ride in MX2 soon nevermind having to stress about moving up when they hit 23."

Searle: "I just don't see the reason for an age limit. The problem for some 250 riders is that they get pushed out and they are not fast enough or good enough to attract the attention of teams in MX1. People like Nicolas Aubin might still go fast in MX2 but in MX1? Some people are not built for a bigger bike."

Nicholls: "Grand Prix is completely different now and it is all planned out for us. We've got a certain time on a 250 and then a stage on a 450. Someone like Clement Desalle who jumped straight into MX1 wouldn't really come along now and you have a rider like Petr Petrov who is only 19 but is a big bloke and rides a 450 well. Yet he doesn't want to move because he cannot get a ride with a decent team at the moment and will suffer for two years on a 250 with top 10 results before moving up."

Srb: "The idea was that the boys should not stay forever and a day in this class [MX2], which is a promotional category to make them ready for the top class. It is the same as road racing where the way is to MotoGP. That is simply the reason."

Harvey: "You can see the point of it – to put riders on MX2 bikes and get them up to pace to go into MX1. But you have some guys who are lifelong MX2 riders. If you are quick enough you'll get a ride anywhere but that rules out a lot of other people and those still developing."

Nicholls: "The timing doesn't seem right because there are not enough MX1 teams to take

the riders. Perhaps when there are more teams and it is a bit more evolved then I can understand more. I still think 23 is too young to be off a 250, perhaps 25 is better."

Ferris: "You will never really have more than the best 15 riders and you won't fill the gate with that. MX1 is becoming 'survival of the fittest' in terms of getting a good contract and you will get the best racers in the gate but if you want more riders then other things and not just the age rule have to change."

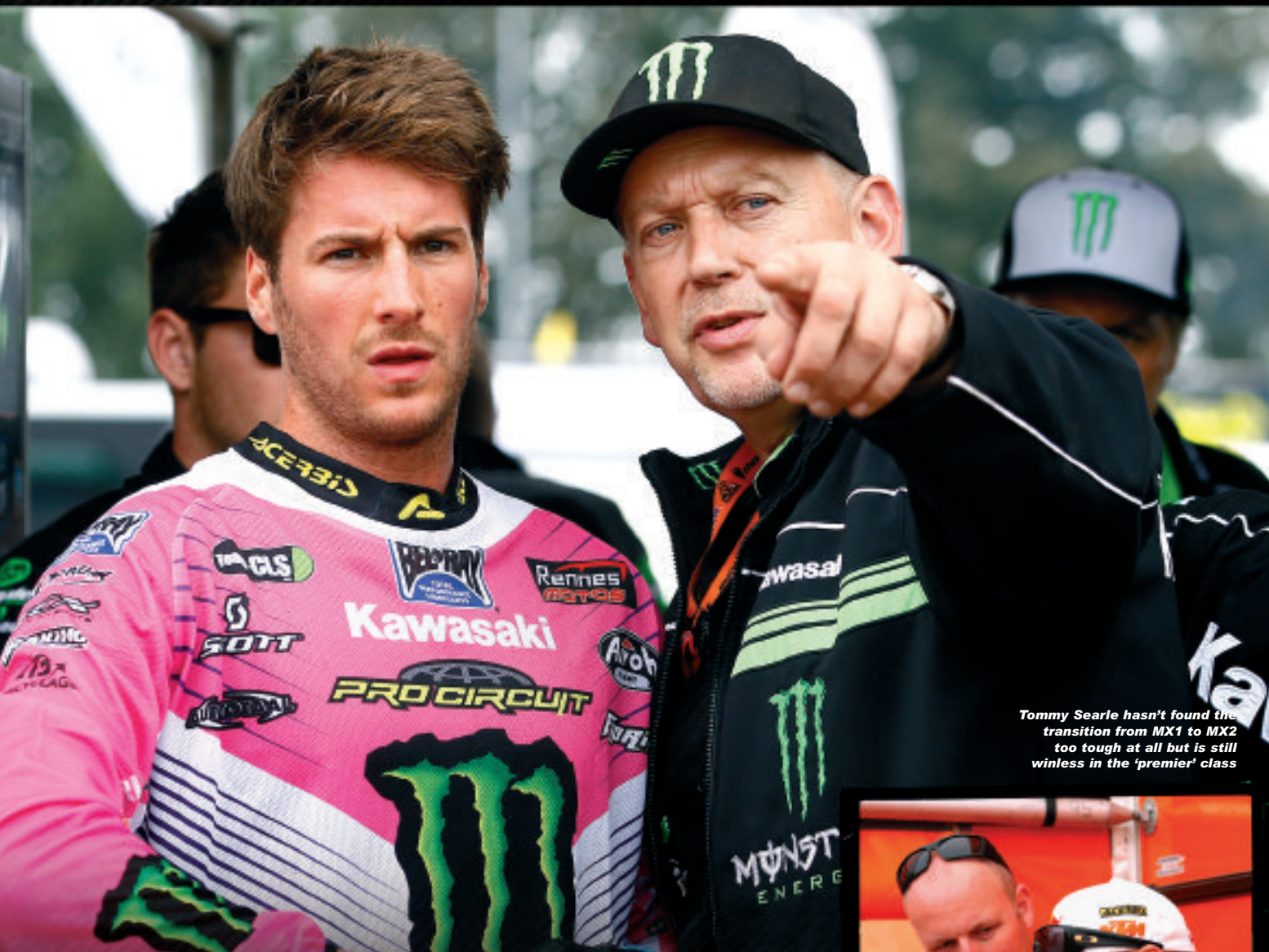
Srb: "We have such a strong and good European championship that the boys need to move up. Maybe it is unfair that MX2 is blocked by the 'old boys' and there is no room. We want a permanent process of riders moving up and this is the simple formula."

Ramsbacher: "I like the programme with the European championship because you have winners, top five or 10 riders that are supported through national distributors or companies that can stay with them and bring them up. If they have to race in GPs and go through qualification in positions around 30th or 40th then they won't find that regional support. This is the key."

"As an example we have had Jeremy Seewer with us since he was 12 years old. He is close to us with Suzuki, like Ken Roczen was. He is a year younger than Kenny but his parents said 'please do not compare the two, he will make small steps' and not big ones like Kenny did. It was right for him to race each European class for two seasons and now he is ready for GP. He will be 20 next year but he set to be a proper MX2 GP rider. If he had been chucked in two years ago it would have been way too early and he would have been lost because the interest of his sponsors in Switzerland would have gone after one or two years."



Can Dean Ferris win on the big bikes too? Time will tell as he's forced to move up in 2014



Tommy Searle hasn't found the transition from MX1 to MX2 too tough at all but is still winless in the 'premier' class

THE PROBLEMS AND CHANGES...

Events: "If you look at the next two years then a lot of guys have to move and I don't know where they will go – there will not be enough spots in the MX1 class. At the moment there are barely 20 riders and we will lose a lot of these kids coming through and continuing to learn. There won't be a lot of riders in MX1 who will be ready to retire or move on."

Nicholls: "Motocross does not necessarily mean a short career and we are not all stopping at 27 or 28. We are looking after ourselves better all the time. There is not enough space available for older guys to be earning enough money against the younger guys coming through with this rule."

Luisetti: "This is the rule and we have to adapt our strategy. For me it is not so much of a problem. We have to find the young guys and see where we can make the best investment. For me the biggest issue is over the application of the rules themselves. For example, why was the regulation about a rider only being allowed to defend his championship changed for Herlings or KTM? I find it amusing that the excuse is that MX1 is tougher than MX2. Herlings is a good rider. He could go into MX1 or he could go to America. Why does he stay in MX2?"

Ramsbacher: "One weak point for me right

now is that we cannot plan. The rulebook is going too fast and changes too easily and this year we had discussions about one class and Superfinals. This kind of activity makes it harder for us to plan things as a team. We did not aim to be competitive for the MX2 championship in 2014, but other teams in the paddock have spent a lot of money already – in 2012 – to place riders in a position to be ready for the post-Herlings era because the rule stated that a two-times world champion would have to leave the class. We all know Jeffrey is ready to race MX1 and it is ridiculous that he won't be in there next year. When the rule was changed it became difficult for all of us, and we don't know what will happen at the end of 2014 as maybe things will be altered again."

Srb: "There are moments in any sport where one person tends to dominate and if you make a law against that then I don't think it is any good. An 'anti-Herlings' rule would not have been good. I see the bigger picture. There are times when one person is above all and it might be boring to watch etc. This will change naturally and we don't need to make a snap decision because one rider is ahead."

Harvey: "For me, the 23 year age limit shouldn't be there. You are either an MX1 or an MX2 rider. The changing of the rules from >>





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one year to the next is something that doesn't impress a lot of people, me included. We were trying to plan for MX2 but it is difficult to know the best options. The least rules, the better. You try to make a three year strategy in motocross and when things change overnight it wrecks that project."

Nicholls: "I think there is too much structure for a sport that doesn't need it or has never really had it."

Everts: "When rules were changed in the past it seemed like it had to happen over a couple of years, now it seems like a couple of days."

Ramsbacher: "In the year after Ken Roczen was with us we set up a junior team in the European Championship going from 85 to 125 to 250 to nurture young riders to be ready for the world championship in 2015. Why should I go into this process if the rules are going to be changed? It makes no sense and I should save my money and buy a rider who is already set for Grand Prix, like some other brands do. We need a clear structure and clear rules that should be consistent."

Srb: "There is nothing on the agenda for discussion about the [23 year old] ruling."

Ramsbacher: "If you look in general for sport, less rule changes makes it easier for people to understand. How many rules have been changed in something like football in the last 20 or 30 years? For me this is a key point in making a sport popular – do not confuse the people around it."

Harvey: "Overall we need continuity, especially if we have to invest in a youngster and keep him in for the long-term. I can understand the FIM wanting to persist with the age rule – and in light of what I have just said – but then they scrapped the title defence rule just like that. It should have been a two-three year grace period."

Srb: "You can call it being stubborn or whatever you want but we stick to rules and if you start to make exceptions then you might as well skip it. I know we are not everybody's darlings but we want to be consistent."

special feature

Wolfgang Srb is a fan of the '23 year rule'...



THE OPINIONS...

Searle: "I think the class was a lot better when the rule wasn't there and that tells you the story. In 2006 when I went up I felt like MX2 was so stacked. People like Chiodi, Gunderson and Cedric Melotte were still able to race 250s – there were some strong riders."

Nicholls: "You only have to look at how much things have changed. Roczen and Herlings were world champions by the time people like Joel Smets and Kurt Nicoll were only starting to seriously race! No disrespect to Jeffrey and Ken but they are freaks and different compared to most of us. Their impact of being 'super teens' has messed it up a little bit but that's not their fault. You see some kids now who are 17 or 18 and in the European championship who feel like they have missed the boat. They haven't. And they should be able to have another six or seven years on a 250 to be able to make their career work and then think about 450s."

Everts: "The rule should not be there or at least make the age limit higher. The step in age should be greater for the FIM World Championship because of the European series – which should also be two motos because they

need to learn the GP format."

Srb: "There are years when nine riders have to move and others where there is only two. There is a market there and I believe in markets that regulate themselves. I think the 23 year rule is a good one. We want a promotional class so the European riders can come up. In principal it is okay for me but it might be that every now and then it might be a bit narrow or difficult but the market will sort itself."

Luisetti: "Maybe there should be another rule saying that once a rider moves to MX2 then he cannot drop down to European level again. If it is a promotion category then that is what is should be and if a rider is not good enough then he should stop or try another sport. It is getting harder to go racing so maybe the solution is to have less riders – because of less means – and have nice races."

Nicholls: "We all take too many risks to be in a bad situation and the top 20 in each class should be paid and paid well. Every time we go on a track we risk so much. When you are young then to pay for a ride is fine. It is not a nice >>>



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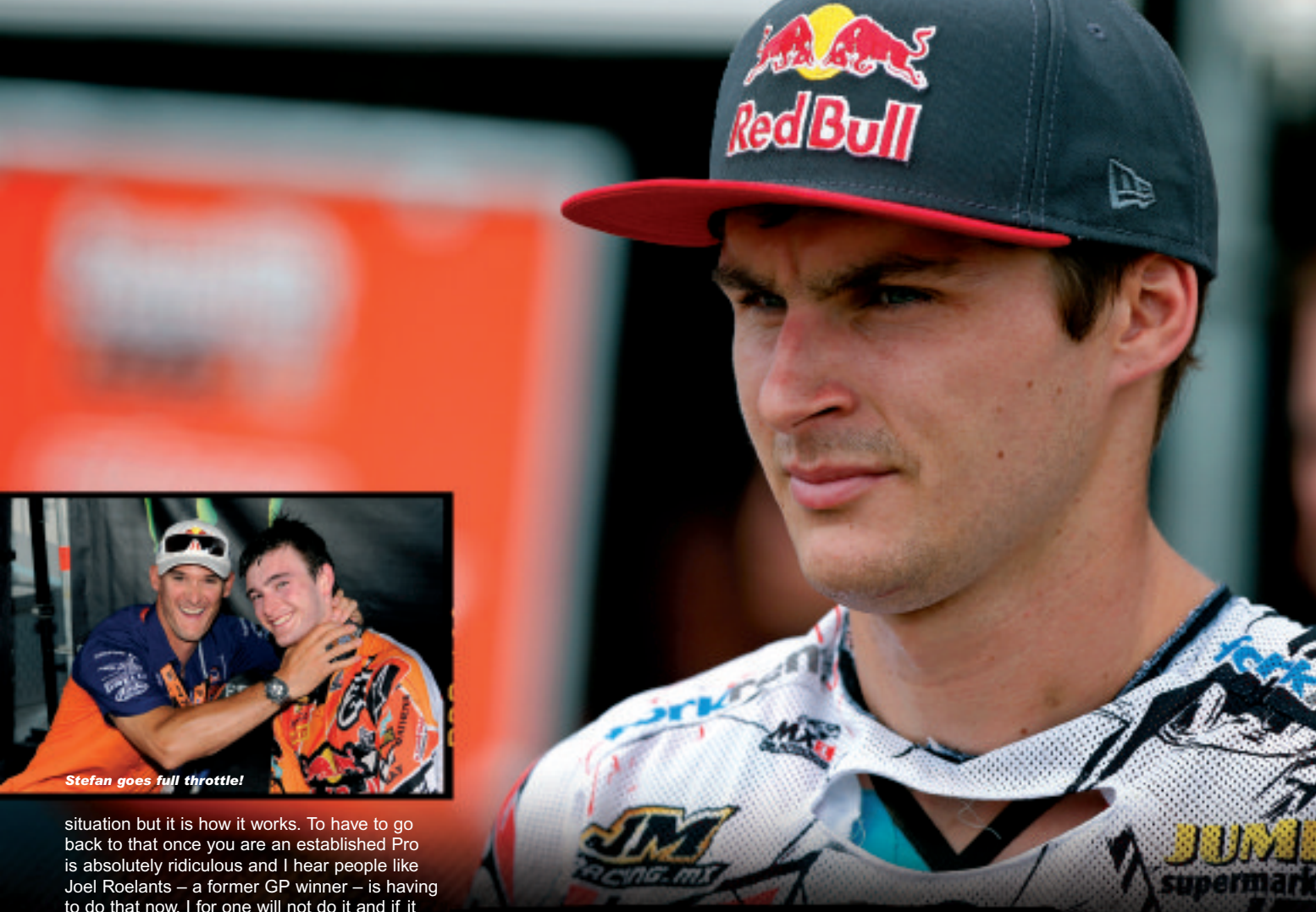
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Stefan goes full throttle!

situation but it is how it works. To have to go back to that once you are an established Pro is absolutely ridiculous and I hear people like Joel Roelants – a former GP winner – is having to do that now. I for one will not do it and if it gets like that then I will go and race the British championship and find a job.”

Ramsbacher: “If a sponsor wants to be associated with young, fresh riders that are not yet the finished article then they will look more to MX2. It is more exciting for sponsors that are looking for the young demographic and clients. This is the reason we go MX2 because it is good for the kids who are looking at our riders of a similar age and in their group rather than someone in MX1 who is an older, more complete professional.”

Luisetti: “For me in MX1 there are not enough riders. If the rules change again then some will stay in MX2. It is not a bad thing to stay with the 23 rule. I think every rider has a time to pass to MX1 and when that comes you should move.”

Harvey: “I don’t think the age rule is overly supplying MX1 but I don’t think it is throttling it either. If a rider gets to the top of the tree in MX2 then anybody in their right mind would head to MX1.”

Searle: “I don’t see what good it does and I don’t see how it helps MX1. If you are fast enough to go MX1 then you go anyway because at the end of the day it is the so-called premier class.”

Ferris: “Hopefully I can get a good ride but then I have to be really good and prove myself to be able to keep a decent bike because there will be another five or so MX2 factory riders coming up in 2015. That is going to be tough. If you are in the MX1 class and you don’t have the equipment then you might as well go and get a job and earn more in a regular 9-5 gig without the pressure, pain and broken bones and shit like that. It can be hard to justify sometimes.”



Tommy will be forced to ride a 450 for the rest of his career





A LIFE LESS ORDINARY!

ONE OF JUST A HANDFUL OF UK PROFESSIONALS WHO CAN HONESTLY CLAIM TO MAKE A FULL-TIME LIVING FROM RIDING DIRT BIKES, FREESTYLER DAN WHITBY EARNS HIS COIN 40FT IN THE AIR BUT REMAINS AMAZINGLY DOWN-TO-EARTH...

Words by Sean Lawless Photos by Nuno Laranjeira

Humility isn't a quality you'd necessarily expect to find in a professional FMX rider. Blame the public personas of early freestyle motocross pioneers like Mad Mike Jones, Seth Enslow and Brian Deegan and the raft of Crusty movies for the tattoos n' tarts stereotype if you like but there's no getting away from the fact that back in the day freestylers were regarded as crazy motocross mavericks.

And it's a stereotype that's still going strong – even though it's pretty much a crock of crap. The truth is the majority of men who hit ramps for a living are down-to-earth, ordinary Joes who just happen to do something extraordinary to put food on the table and diesel in the truck. Sure, there's still plenty of ink and hot ladies on the scene but the reality is lots of tedious motorway miles

and lots of hard work in exchange for 15 minutes of fame. It's a lifestyle that doesn't have room for big egos.

Dan Whitby's got the tattoos and the hot lady on his arm. He's also the least rock star rider you'll ever meet and one of just a handful of UK riders – from all off-road sports – who can honestly claim to make a full-time living riding bikes.

It's testament to his dedication and work ethic that he can make ends meet but to do that he spends weeks at a time on the road, driving the Bolddog freestyle ramp around Europe. It doesn't matter if it's a Top Gear Live show in Moscow, a round of the Red Bull Pro Nationals, the star-studded Festival of Speed ball at Goodwood House or an agricultural show in a rural backwater – if it pays, he plays.

"We do keep pretty busy," says Dan. "Last year we did in excess of 45 shows and some of those were four or five

days. And although I may not be on some European rider's wage it is a consistent wage and I'm humbled and grateful to be riding and earning money.

"My whole life revolves around freestyle. When I'm at home I'm in the gym six days a week and I get on the bike whenever I possibly can. From loading the lorries up to working on the lorries to working on the bikes to riding to travelling – everything is based around freestyle. I have changed my whole life to do that – not that I resent it because I absolutely love it. Of course I don't have any friends now apart from [his Bolddog sidekicks] Arran Powley and Samson Eaton but it's all good."

A rain-lashed car park outside Belfast's Odyssey Arena in mid-January is about as far away from the glitz and glamour of a big freestyle show as it's possible to get. But when we assembled for a press call promoting the second stop

>>

*Dan Whitby is actually
paid to get high!*





WHEN BACKFLIPS GO WRONG!

HOW THE HOLY GRAIL BECAME THE HOLY FAIL...

The Holy Grail of freestyle is the backflip. Not the super-kicker ramp flip that sends the rider more-or-less straight up and down – we're talking the balls-out, full-bore distance backflip that'll carry you 60ft plus from ramp to dirt. It calls for a polished technique and a set of King Kong cojones and if you get it wrong the consequences can be catastrophic.

Dan's tried it just once – and got it wrong!

"Everyone was flipping super-kickers in the beginning. It's a much steeper ramp – you go up and come down – and I've flipped thousands of times. A super-kicker will boost you to the moon and because you go off it vertically a lot of the rotation is already done. I got super-excited when I started flipping the kicker because I thought 'this is it, this is my route to fame and fortune' but not a lot changed apart from getting stalked by a few psycho girls. Then the progression was to start

flipping long distance off an eight metre ramp – between 60 to 68 feet – and that's what I was training to do into a foam pit but on my first attempt to dirt it all went wrong.

"It was down to anxiety I think and I pulled a bit too early. It totally stalled the rotation – it got upside down and decided to stop. So I jumped off, landed on my feet and then the bike came down perfectly on top of me. I didn't know where I was for a good day-and-a-half or so really.

"I was on a Honda CRF250R which was maybe under-powered for the task. I've watched the video of the crash 100 times trying to work out where I went wrong from having them absolutely perfect into the foam pit to moving to dirt and all of a sudden having it seriously under-rotate like it did."

After a visit to the local A&E department it seemed that Dan has got away pretty much unscathed.

"I went to hospital and they told me

I'd torn my calf muscle and it was only after I saw a specialist I found out that I'd actually done the ACL in my right knee – completely lacerated it. Not having an ACL is huge – my knee was literally blowing out every single time I would G-out on a take-off ramp.

"I saw a specialist – Brian Simpson – in Ipswich and I was going to him regularly for physio on the knee to try and get back healthy to try and make shows to try and earn a living. I didn't think I was ever going to get back healthy again but thankfully I did. I haven't had a reconstruction on the knee because the physio worked and I'm kinda getting by thanks to my CTI braces."

Despite this huge setback Dan hasn't given up on the dream of flipping long-distance and is confident he can add it to his arsenal of tricks. After trading up to a CRF450 he's flipping into a foam pit again and getting ready to try and stick one to dirt.

"The 450 suits me because maybe when your technique is slightly off you've got the power to drive out from underneath you. Also, when I hurt myself I didn't have it right when I left the lip of the jump and I didn't have the strength to man-handle it round but I've been training hard and I'm much stronger. The way I feel right now it's not going to take me too long to get back to the position where I'm ready to try flipping to dirt again. I'm not getting any younger so now's the time to get back on it, conquer my demons and start flipping again.

"It's a huge mental barrier. I don't think you're ever ready for it – you've just got to get on with it – and no matter how many I do into the pit successfully I don't think that's going to change. I'll always be thinking that once before I had them fine into the foam pit and then something still went wrong and that's a mountain I've got to climb. But I'm willing to do that."

on the 2013 Arenacross tour Dan – having arrived in the early hours after driving the truck from Norfolk – tricked on every jump, putting on a solid show for the Northern Irish media.

"I pride myself on doing that. I'm there to do a job. And I'm an English rider so I'm used to jumping in less than ideal conditions be it at agricultural shows, BSBs, WSBs, you name it. We have a bread and butter season and I have to make every single event to make a living. I don't want to put it out there that every single freestyle rider should be jumping rain or shine but if I wasn't then in this country I would rarely ride. The ramps I ride on are to a good enough standard that you're able to ride in adverse conditions."

The 29-year-old from the flatlands of Norfolk followed a pretty conventional route onto the ramps. Starting off thrashing around fields as a throttle-happy five-year-old, he had to wait another seven years before moving into the competitive world of schoolboy motocross racing but quickly showed a natural flair for the sport.

"Where we lived we had a bit of land so I sort of burned an oval in it – I got very good at going around left-hand corners, then I progressed to a figure of eight and it grew from there. It wasn't really a family thing because my dad was into flying and was always working on aeroplanes at the weekend. So I'd just ride the bike around the garden.

"When I was 14 I won the Stevenage schoolboy championship which was hardly local but I think my dad chose to do it so it made us travel more because we didn't really go on holiday. We weren't the wealthiest of families >>



Dan and his little Willie

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"I like trucking and I like to truck," admits Dan freely.



so we didn't have a massive motorhome – instead we had a Transit and stopped in Travelodges and I had the one pretty stock bike.

"But I won that Stevenage championship and the same year I won the Eastern Centre championship. I also won the Norfolk and Suffolk championship so we did do some local stuff."

The discovery of cars and woman put an end to his racing aspirations but a few years later he found himself back on the startline.

"I broke my neck in 2002, then I got into jetskiing for a while and then I got lent a bike, got back into racing and won an Eastern Centre championship which was cool and a Norfolk and Suffolk championship the same year which was 2005."

The casual way Dan drops such a potentially life-threatening injury into the conversation shows just how grounded he is. It's not meant as an attention-grabbing statement and in fact I have to stop him and make him rewind for a moment.

"I did that in my back garden. It was a bit of a freak accident. We built some jumps and

I spanked myself on a BMX. I snapped both my front teeth off, peeled my scalp back and got a compression fracture of the C3 in my neck."

Dan's apparent disregard for serious injury could go a long way to explain why he chooses to make his living in such a hazardous sport but he's quick to dispel this notion.

"I've had a few injuries to say the least and after some of them you could ask yourself why would you bother getting up. But it's all about calculated risk. People think that freestylers are crazy but you actually have to be quite a calculated person because nothing's done on a whim. It's all carefully worked out – unless you're completely loco! I know more than most people how dangerous it can be and if I wasn't at one with the risks then I shouldn't be doing it. And that's all part of being calculated."

Anyway, that's enough about injuries – for now. So how does a local hotshot go from winning centre championships to becoming a pro freestyle rider?

"After I started racing again I met Andy Godbold and he helped me with bikes

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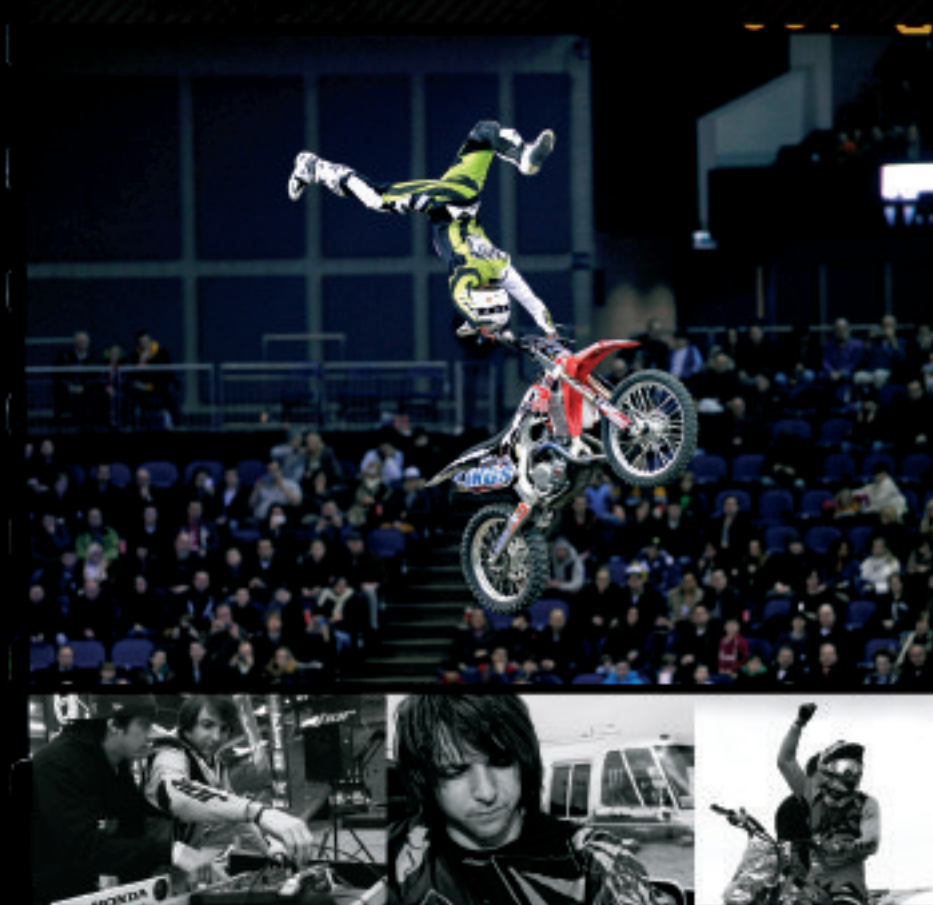
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With a huge range of tricks in his arsenal Dan's got a move for all occasions...



through Lings. Andy let me have a go on the ramps and that's how I got into it. When I was racing I loved jumping – I prided myself on it, 100 per cent. If there was something big I'd jump it. So it was quite a natural progression."

Andy, a professional stuntman and the driving force behind the Bolddog FMX brand, was one of the first people in the UK to see the potential of freestyle shows and had been touring with an early incarnation of the Bolddog outfit as early as the late '90s (with a 16-year-old Chris Birch in tow). It was a chance meeting that changed Dan's life...

Dan takes care of much of the day-to-day running of the Bolddog business as well as performing with the team in shows across the world. It's a pretty fudged up lifestyle than can swing from the heady heights of jumping in front of a sold-out AX audience in London's O2 Arena and performing in front of Arab Sheikhs to pulling double-handed seat-grabs for jam-making Women's Institute members and Young Farmers at rural shows up and down the UK.

It's also a very weather dependant lifestyle so Dan was delighted with the New Year pay cheques the Arenacross championship provided. And the day after the series signed off in Liverpool he was equally delighted to be jetting off to Abu Dhabi for more Bolddog-related business before heading straight to Moscow for a Top Gear Live show.

"We're very fortunate to be involved in all the Top Gear Lives whenever there's freestyle involved. Last year we did Copenhagen, Stockholm and the two UK stops as well. I know for a fact this year as well as Moscow we've got one in Amsterdam and there may be other dates as well.

"I feel like I've packed a huge amount into my 29 years. I've been to some amazing places, met some amazing people, been part of some amazing shows and made some amazing friends. If I died tomorrow I wouldn't be pissed off. I know it's cheesy but it's because I've lived an amazing life."



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Steve Dixon

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WITH THE BRITISH MOTOCROSS GP BEING THE HIGHLIGHT OF THE YEAR FOR MANY OF US WE DECIDED TO TAKE PRO PROBE INTO OUR OWN HANDS THIS MONTH AND INTERROGATE THE SLEEP DEPRIVED PROMOTER...

Interview by JP O'Connell photo by Sarah Gutierrez

DBR: If we decided we wanted to promote the British GP what are the first steps to be taken?

SD: "In order I guess that first you have to come up with the idea, decide how you're going to fund it working out costing and potential incomes and then find a venue that will work. You need to take into account the logistics, how the track will hold up under weather, the parking, where the water will come from, electricity, hard standing, does it have any planning issues and can you get the backing of the council and the local community. Back in '06 Youthstream were looking for a partner to run the GP and originally I planned on taking it to Farleigh before I found Matterley...and here we are!"

DBR: As a layman this year's event seemed like a blinder, has the feedback you received been fairly positive?

SD: "Yeah the feedback has been pretty good and everything seemed okay really, there were no problems with traffic or rubbish or stuff like that so that was fairly positive. We took everything on board from last year's event and tried to step it up another level this year."

DBR: As far as the infrastructure at the event goes how much is down to you as the promoter and how much is taken care of by Youthstream?

SD: "All of the infrastructure as regards power, water, maintenance schedules, marshalling, rubbish collecting, fencing, crowd control barriers, putting the start down, all of the posts, providing enough facilities like internet are all covered by me. Youthstream came with their staff and things like the Sky Box, pitlane and then obviously the Youthstream offices, media centre and hospitality suite. The VIP area and all of the other bolt-ons are ours."

DBR: Will you get a break between this year's event finishing and having to start the planning 2014?

SD: "When the event is up and running you try to take on board any troubles you are having and make a mental note to try and eliminate them for the next year. The dynamics of the event can change, for example I'm already looking at how I can improve for next year and it would be to have more fencing ready, as we used more than last year, I ordered the same amount of toilets as last year but whether it's because more people have camped this year we've had to get a lot more cleaning done to keep on top of it. Things like the laying of the cables for the TV cameras, if that can be done in the winter then that can save us critical minutes come race weekend, so to answer the question probably no, I'm thinking about it constantly."

DBR: How many paying customers do you need to get through the gate before you break even?

SD: "I would say about 8,000 weekend passes. This year I concentrated on trying to get really good deals and saving money on infrastructure stuff – if you can do that then it takes the pressure off the final figure a little bit."

DBR: In the weeks leading up to the GP how many waking hours did you spend praying to the good weather Gods?

SD: "None, well only for the crowds comfort as I know that the track will hold up. Back in '06 we had hurricane Gordon and the track took an immense amount of water and then actually rode the best I've ever seen it. Now that we have the hard standing for the trucks and everyone parking on a slight downhill gradient we can get everyone out. The track has been sifted and had the stones removed, below the soil it's chalk and chalk is very absorbent of water and also dries very quickly...to be honest it's more of a problem in the summer as we try to keep it watered....saying that we were lucky with the weather again this year so I'm obviously doing something right!!"

DBR: How long before the actual race weekend did you start preparing the track and how long before race day was it inspected?

SD: "Because we made a major change to the track layout I had one person there for six weeks, laying in pipes for track and drinking water, clearing rubbish and general stuff like that. After the major change to the track it probably only took a few days to tweak it and get it right. The FIM used to send a track inspector but they didn't this time and to be fair it would have been handy to have had that early so we knew exactly what was going on."

DBR: Once race day arrives is it a case of 'my work here is done' and you're able to concentrate on running your team, or does everyone want a piece of you...including us?

SD: "I'm lucky that I'm a very resilient character, I can keep going and going until I drop off like a battery! I take care of my team and make sure they have everything they need, I have a fantastic group of people behind me that I've built up over a number of years and I trust them 100 per cent. Knowing that the team is in good hands allows me to concentrate on doing what needs doing and as I've said I'm always looking to improve on how things are running – the way I see it is if there is someone out there doing a better job than you then you need to improve."

DBR: Is the local council well on board with hosting the event or is it a year on year struggle to convince them it's a good idea?

SD: "Yes the council are fully behind it but while they are fully behind it they only are if I do it in a very, very safe manner and to the correct standard that a top event would run. There's a lot of red tape and health and safety that needs to be complied with so there's lots of meetings to attend. But they know my passion for it, they know that I'm a little bit outspoken to them because I need to try and make them understand what a motocross fan from abroad is like at an event like this."

DBR: Once the weekend finished was it a case of 'never again' or 'let's get it on!'?

SD: "Immediately thinking, 'let's get it on!'. After the build up there's always a bit of a flat feeling once the weekend ends so it gives me something to look forward to again."

DBR: Be honest now, did you sneak Mel, Dean and Maxime onto the track for a sneaky practice sesh in the week before the GP?

SD: "No, in fact Monster had Tommy Searle have a go on part of the track during the week to test out landings and see how it flowed. The FIM told them that they couldn't use the entire circuit and that it was for press only, in fact Monster put out a video of it."

DBR: Do you have any idea of how many pints were sold over the weekend...and how many of them were down to you?

SD: "Hmm good question, a lot! I'd imagine that it's about 8-10,000...not many down to me though!"

DBR: When trying to organise the event what was the biggest headache/stumbling block for you?

SD: "Without doubt it was cash flow. Everything else you can deal with but you need to have the right vehicle to take the stuff and that can only be arranged if you have the cash."

DBR: The event is labelled as a 'festival' with all of the stalls, rides beer tents etc that you would expect, do you think this is an important part of getting the public through the gates?

SD: "I don't think so, I think a motocrosser is a motocrosser and they'll come because they enjoy and love the sport. I think that people have now come to expect a funfair and beer at the British GP and in the years to come our licence will get bigger and so we can expand but I don't think that's why the people come."

DBR: Are there any people that you would like to take this opportunity to thank?

SD: "Yeah I'd have to say my son Brad and his girlfriend Leah who have been outstanding. Brad is only 20 but he's been so supportive, doing so much organising. It's such a phenomenal amount of work – he's been sorting all the maps, the computer list, making t-shirts, programmes and signs. The last two weeks it's been a regular thing for us to be having only four hours sleep so I really do want to thank him, and to also thank everyone for coming and making the British GP a success."





JOEL'S WAR!

AFTER SPENDING THE MAJORITY OF THE OFF-SEASON RECOVERING FROM INJURY JOEL ROELANTS' MAIDEN YEAR IN MX1 HAS BEEN NOTHING BUT AN UPHILL BATTLE...

Words and photos by **Christophe Desmet**



This season has been a nightmare for Joel Roelants who after a couple of MX2 podiums and his first overall GP victory in 2012 got injured at the British GP and sat out most of the winter recovering. That disturbed preparation period has played havoc with the 24-year-old's maiden year in MX1 on the Monster Energy Rinaldi Yamaha as the results just haven't been what they should be. Roelants is keeping his head up though, stays positive and just keeps fighting like a soldier to achieve his goals...

DBR: This year is your first year in the main class – how has it gone so far?

JR: "Not good at all! After a big injury last year I lost valuable time preparing for this season. I was behind schedule before it began and that loss showed right from the start. Once things get going the season is so busy there's no time to recover the time you lost."

"The first races were disappointing and from then on things went worse and worse – I had

some hard crashes and got ill. I rode most of the races with some handicap and only in the last few weeks have I been able to train as I should without any pain. Since then the results have been improving too."

DBR: Was the move to MX1 more difficult then you expected?

JR: "To be honest it wasn't – things just haven't worked out so far this year. I really like to ride the MX1 bike, lately there has been a lot of commotion about the 450cc being too powerful or heavy but I don't agree with that. You do have a ton of power you can use but it's fun you can use the power like you want it while the MX2 bikes are always wide open."

DBR: What's the main difference between MX1 and MX2?

JR: "First of all there is the depth of the field. Last year in MX2 I could recover easily from a bad start and still finish third. There are more riders behind the gate in MX2 but the level isn't as elevated as in MX1. The top 15 in MX1 are so close to each other that it's very



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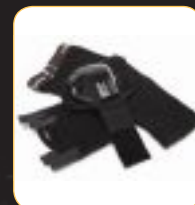
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Life Without Limitations



Roelants' results in MX1 haven't been what he hoped for

difficult to get back to the front when you have a bad start. I think all the riders in the top 15 have either won a race or GPs so that says a lot on the quality behind the gate.

"In MX1 everything has to be perfect. You have to be physically fit, able to charge on all types of tracks and be mentally prepared 100 per cent. The bike needs to be good and you have to have good feeling when riding it. When all those things are good and stable you can ride at the front. On a MX2 bike you can still do well even if your suspension isn't working too good but with the heavier MX1 bike every small mistake is heavily punished and it's impossible to go around it."

DBR: You moved up to MX1 with Tommy Searle and Jeremy van Horebeek this year. They are fighting for top five positions while you're struggling to get inside the top 10 – do you have problems with that?

JR: "Not at all. I know from previous seasons that I have the speed to ride with these guys so that's motivating me to work hard and progress. I know my capabilities and I know why the results have not been what they should be this far. Now it's up to me to look for the last pieces of the puzzle and put everything together."

DBR: You had some serious injuries in the last year or so – does that effect you while riding?

JR: "Luckily it hasn't so far. Injuries are unfortunately part of the sport and once you start thinking too much about that while riding you can't go flat out anymore. I do think it's important to take care of your body and I will never start riding after an injury until my doctor clears me – it's so important to listen to your body and not to start too early." >>>



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Matterley Basin was another tough GP for Joel



DBR: But after picking up another concussion and suffering blurry vision for weeks do you not think 'what am I doing'?

JR: "So far that didn't occur to me. It's true a concussion is not just another injury you can ignore but as I said before I'm surrounded with a capable entourage that I trust. If they assure me everything would be all right then I believe them. My doctor has always been able to tell me exactly what was going to happen and what I had to do to heal up. Many riders – not only GP riders – start riding again too fast against the opinion of their doctor and that's when things go wrong or the consequences are worse."

DBR: With four Belgians inside the top 10 of the world championship it looks like Belgium is back on it...

JR: "I sure hope I can make it five soon! It's a fact things are going well in MX1 for the Belgians – we have some good riders. But after this there is a big hole. When you see there is not a single Belgian rider in the top 15 of the MX2 class

that's not looking good. We have some good riders in the EMX championship but no luxury there either. Something needs to be done urgently with the youth riders. Countries like France – who invest in a youth programme – launch one talent after another but in Belgium where the history in the sport is so big they worry about closing as many tracks as possible instead."

DBR: And there is no media attention for the sport...

JR: "That's the sad thing about it. I think we have been spoiled in the past with Everts and Smets who claimed world title after world title. I don't know why it happens but for us it's hard to see some mediocre results in another sport get so much more attention in the newspapers while the top results in motocross are left out. We might not have had a world champion lately but still some good results have been set."

DBR: Tony Cairoli has been dominating the sport

for the last couple of years – what's the key to beating him?

JR: "As I said before, everything has to be perfect on and around the bike. Antonio is super talented, is so strong mentally and has a bike and team that suits him perfectly. He's able to put the hammer down at the key moments in the championship and he's good on any type of track. Year after year he's able to attack at the beginning of the season and build up a comfortable lead. So far nobody has been able to threaten him. Many riders can beat him on a couple of tracks but he's so regular that it doesn't really matter."

DBR: The Belgian GP at Bastogne – was that a special race for you?

JR: "It's always fun to ride in front of a home crowd but in the end there is nothing different from any other GP. I don't have any extra pressure to do well but I do notice these weekends are always busier than others – there are a lot of familiar faces coming by >>



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at the motorhome to wish me luck and say 'hi'."

DBR: Bastogne is famous for being held under siege during the 'Battle of the Bulge' in World War II – do you like the old war stories?

JR: "To be honest I don't know too much about it but hearing the stories and seeing everything around here it must have been big back in the day. Living in 2013 – with all the new technology – it's hard to imagine how it must have been here with thousands of soldiers fighting in freezing temperatures around the woods. It must have been horrible..."

DBR: Imagine they brought back national service where everybody would be obliged to join the army for two years – would that work for you?

JR: "If they would make me go to the army just like that I would try to sneak out. I'm not a person who will do something against my will. On the other side I wouldn't mind going to the army and fighting for months if I supported the purpose we were fighting for. Fighting for no reason I would never do but otherwise you would be able to find me at the battlefield."

DBR: At the photoshoot you seemed interested in the old bike. Is that something you like?

JR: "Definitely! Those bikes are fascinating. It's cool to see how they were made and it must be so much fun to ride one of them too with the clutch on the foot and the gear lever next to the fuel tank – it's so different to how things are now. It interests me more than a superbike because the only thing you do with these things is go way too fast and that's impossible on the road. On a historic bike like this one you can enjoy the trip – chilling, enjoying the sound of the engine and the nature. That's what I like. My father bought a bike like this a couple of years ago. Fully motivated he started restoring it but five years later it's still in hundreds of pieces. Seeing this bike makes me feel like doing it again..."

DBR: And finally what are your plans for next year?

JR: "There is nothing sorted yet but I have some teams I'm talking to. The people around me know why things aren't going well this year and they believe in me which gives me confidence to keep working hard and building up towards next year. A final decision for next year will be made one of these days..."

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THIS MONTH'S PREMIX PRIVATEER IS QUIET 17-YEAR-OLD YORKSHIREMAN CALLUM WARDMAN...

Interview and photo by JP O'Connell

DBR: What's your weapon of choice?

CW: "KTM 125."

DBR: Why choose the two-stroke series?

CW: "It's fun and just the general thrill of riding a two-stroke."

DBR: The two-stroke class provides some of the most exciting racing of the weekend – why do you think this is?

CW: "I think it's because it takes a lot of skill and effort to ride a two-stroke so there's always a lot going on in these classes and if there's a lot going on it's good for the spectators."

DBR: What do you do for a day job?

CW: "I've just started college so I'm currently doing my A levels."

DBR: Is the prospect of injury and time off college always at the back of your mind when you race?

CW: "No I don't really think about that."

DBR: How much time do you get to train/practice?

CW: "I'd be lucky if I got to ride twice a week so usually it's only once, more if it's the school holidays."

DBR: What sort of cost is involved in trying to ride the full two-stroke series?

CW: "Travelling to the events and the running

costs of keeping two 125s in good shape isn't cheap – couldn't tell you exactly how much though!"

DBR: Who does the spanner work on your bike?

CW: "My dad looks after them on race day and Gary from N-Gage looks after it in the week."

DBR: As a privateer which is the MX related job that you dislike doing the most?

CW: "Washing the bike after each time you ride it – especially when you have to wash and dry it!"

DBR: If you were given £500 to spend on your bike what would it go on?

CW: "Umm, probably a spare set of wheels making tyre changes on race day easier."

DBR: Do you have a pimped up semi in the paddock?

CW: "We have a C.I. Paddock with a big garage in the back."

DBR: Which is your favourite UK track?

CW: "Probably FatCat or Hawkstone Park!"

DBR: What's been your best ever result?

CW: "Winning the 85cc Big Wheel championship at WRMXC."

DBR: What's your ultimate goal in motocross?

CW: "To win a Red Bull championship"

DBR: Would you rather go to the gym or KFC (other fast fat outlets are available)?

CW: "I don't enjoy any fast food but the gym is a must!"

DBR: Who is your biggest on track rival?

CW: "All of the other 39 riders."

DBR: If you were given the opportunity to ride a season for any team in the world who would it be and why?

CW: "Red Bull KTM because they have the best team and bikes and you would get to meet all the riders there!"

DBR: Do you have any sponsors or anyone you'd like to thank?

CW: "Yeah there's Garry Wright from N-Gage MX, Creative Cutting and my mum and dad for funding me, supporting me and taking me to all the races."

FLYING LAP!

THE QUICKFIRE ROUND...

Rihanna or Beyonce? "Rihanna."

Night in or night out? "Night in with the missus."

Cairolì or Stewart? "Stewart."

Blonde or Brunette? "Brunette!"

Red or brown (sauce)? "Red."

Tea or Coffee? "Tea."

Ant or Dec? "Dec."

FREE RANGE!

ORIGINALLY LAUNCHED AS A STAND-ALONE MODEL THE 350 FREERIDE NOW HAS A KID BROTHER IN THE FORM OF A 250CC TWO-STROKE SO WE SENT ANGRY GEOFF WALKER TO HELLS GATE TO TAKE THEM BOTH FOR A SPIN...

Words by Geoff Walker Photos by Marco Campelli

At DBR we work on providing an honest view of products and my first impression of the original 350 Freeride was to greet it with a yawn – this may seem unfair but that's how it was. The whole concept instantly made me think of a plodding-around machine which although looked like fun would ultimately have its limitations when compared to a full on enduro race bike like the 350 EXC.

As I found out later the bikes should not really be compared because after speaking to all the personnel involved with the development of the Freeride range there really is no comparison. The Freeride is designed to stand on its own two wheels and offer a machine that can help with introduction to off-road as well as perform to an exceedingly high level of extreme riding.

The new 250 two-stroke looks cool on first inspection and being able to lift it straight off the ground got me a little excited about just how much fun and trouble this little machine could get me in. The simplicity of the bike is evident from first glimpse and smooth design lines together with well thought out and proven ergonomics.

Both bikes sit higher than the previous model due to stiffer springs but the 250 has that extra feeling of support due to it being a full eight kilograms lighter than the 350 – so even at six foot two the bike feels comfortable to me. High handlebars with just the correct amount of sweep add to the initial feeling of comfort and the transfer from seated to standing is not too much to handle.

Both engines are developed from the EXC bikes and the 250 is particularly simple in design with no power valve and of course electric start. The small exhaust port and timing tuned for low-end power are key to the trials type power delivery. The six-speed two-stroke engine is two kilograms lighter than the EXC enduro engine and the torque figures produced from this simple and seemingly bulletproof design go beyond those of the 350.

Both the 250 and 350 run with close ratio gears from first to fifth with a wide ratio sixth

gear for longer sections of flowing trail. A 28mm Keihin carb delivers the fuel which is mixed at an amazing 80:1 ratio that's 80 litres of petrol needing just one litre of two-stroke oil. Smoke is virtually eliminated at this kind of mixture so the clean burning nature of the bike is another positive point from an environmental side of things. The capacity to carry the mixed fuel is seven litres and the tank is clear so you can check fuel level easily.

The clutch is also new with an undampened coil spring unit on both models. This is designed for instant feel in tight conditions. The motor is cooled via a single radiator with a fan and new thermostat for increased reliability. The ignition is 'tuneable' with a soft and more aggressive power choice. From stock you can couple or uncouple a wire connection for the softer or more aggressive deliveries.

The look and build of the entire bike is compact and clearly designed with self protection in mind. The exhaust pipe is well tucked away on the 250 and the fact that it doesn't run under the engine means the frame rails sit 60mm higher than the 350. Other notable chassis points are the stiffer spring rates in the WP 43mm forks and the PDS rear shock gets a progressive spring as well as internal changes on both bikes to give a more positive feel and resist bottoming.

The polymer sub-frame is used for its strength and bolts to the dual-metal frame incorporating stainless-steel sections with bolt-on aluminium components.

Formula brakes aren't a favourite of mine as they are notoriously difficult to bleed and can be unreliable. These issues have been addressed with a re-design of the piston in the front master cylinder, increasing feel and durability. The footpegs are very cool as they can be adjusted eight mm to the rear simply by reversing them thanks to their eccentric brackets.

The clutch and front brake levers are also the same so in the case of snapping a clutch lever you can make do without a front brake and use the lever for the clutch. Nice...

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The Freeride laughs in the face of slippery rocks

chassis incorporated upgrade is the all-new Maxxis Trial-Maxx tyres. These super-soft and sticky tyres have been specially developed for the Freeride models by Maxxis together with the KTM research and development department in Austria.

The new tyres resemble a full on trials tyre but the difference is higher knobs and wider spacing for greater mud clearance and all-round grip in the terrain the bike is aimed for. The compound feels like chewing gum and during development tests the tyre lasted weeks longer than a standard type trials tyre in all situations.

These bikes are built to take a pounding and a pounding is what they were going to get. With plenty of positivity from the first tech briefing I couldn't wait to get out into the Hells Gate mountains for the true test.

The format for the test was a group trail ride with groups split into ability level. Our guide was sixth place in this year's Erzberg Hare Scramble

so it was going to be an interesting day in the company of the very talented Lars Enoeckl. With the 250 being the new model and with limited changes to the 350 I was keen to get into it on the two-smoker. Small groups mean great fun and the intension was clear from the off as we headed into some amazing terrain straight away from the hotel.

The Hells Gate race is famous for its gnarly terrain and we got a taste straight away. This was shaping up to be an epic days testing and the bike felt good from the off. I ran the motor on the soft power setting to begin with but it soon became clear the pace was going to be a little hot for this setting. There is a place for this lovely smooth power mode to be used but I don't want to go there. That would bring the yawn back...

The difference is very pleasant on the 'normal' power mode as the bike creates a feeling of strength from below the lowest range I have felt on any bike. There is a massive amount of smooth torque to cope with a lack of grip on any surface. The early going was wet due to the previous night's rain and the feedback from the bike was balanced both in the motor and the chassis.

Taking into account the suspension on the Freeride is slightly modified KTM85 fork and shock then the setting is pretty much spot on for

most normal sized riders. As with every bike I test I look for a blend of power versus handling and sometimes this comes together in harmony to help a rider go beyond his or her limits. The 250 ticks these boxes as it searches for grip and makes you ride to a new level of ability discovery with an inspiring reassurance of being able to get out of any 'sticky' situation with ease.

I found myself playing with the bike to get the extra feel of just how much you could get away with on this bike. Stopping and pivot turning on climbs you could barely stand on was not a problem, as was finding traction to traverse across the same gradient climbs. Basically this bike is very helpful indeed...

The light feeling to the bike comes across with every flick of the throttle. The response from the super sharp motor and chassis encourage attack on absolutely every type of terrain from rocks, roots, mud, water and anything else along the way. I would mention the crash resistance of the bikes but to be honest I never hit the deck or got close during the entire seven hours of riding on the terrain of tremendousness...

Explaining the grip levels achieved during the test is difficult as in the hours of riding it probably broke loose only around five times. The only time traction was a slight issue was straight after a rain storm in some slick mud and a >>



FREERIDE 250R

CAPACITY: 249cc

BORE AND STROKE: 66.4 X 72mm

TRANSMISSION: SIX-SPEED

FUEL TANK CAPACITY: 7 LITRES

FRONT SUSPENSION: 43mm WP FORK
(250mm TRAVEL)

REAR SUSPENSION: WP SHOCK
(260mm TRAVEL)

FRONT BRAKE: 260MM DISC

REAR BRAKE: 210MM DISC

SEAT HEIGHT: 915mm

WHEELBASE: 1418mm

GROUND CLEARANCE: 380mm

RACING WEIGHT: 92.5kg



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The 250 Freeride would be Walker's weapon of choice for Hard Enduro events



couple of times where my ability and line choice went wonky at the summit of a couple of lovely climbs.

Descending is the most fun on the bike. There are no boundaries and the light and twitchy feel of the bike makes attacking a gnarly downhill a fantastic experience. This bike is like a turbo charged factory downhill mountainbike with the added pleasure of taking you straight back up the mountain for another go...

Shifting, braking and feel to all the controls are positive with the upgraded brakes working beyond my expectations. The simplicity of the machine comes across in the simplicity of this description – the bike basically does everything it should and more as the 250 Freeride takes your body and mind to new terrain and enjoyment levels with ease.

With the 250 taking the fun to a max the 350 was not to be forgotten. The suspension is the immediate plus for this bike over the original. There is a positive stability from the 350 which is a long way from the twitchy and flickable feel of the 250. The 350 feels really planted and this will suit a lot of riders on a long days 'freeriding'.

There is a feeling from the bike of an ease of ride which is superior to the two-stroke if you are lacking in trials ability. The 350 is more receptive to a rider who enjoys the smooth nature of a four-stroke motor and maybe doesn't want to get too extreme during their riding. The 350 lacks the 'edge' of the 250 but it is great to have the choice of bikes as the packages are really distinctive in their roles and personality.

So, to answer my own question as to the ability of the Freeride bikes to stand as your only bike... I believe for the hardcore off-roader the Freeride would not be enough on its own. Don't get me wrong, the bikes are superb and the fun and experience of riding them in the correct terrain is amazing but from a personal point of view my choice of a Freeride would be as a second 'play' bike to hone and develop high level skills or it could be used as a learning bike for less experienced off-riders...

These bikes are at the beginning of their journey and the fact they can be used by every level of rider to improve and enjoy themselves is testament to KTM and their quest to offer their customers something fresh and exciting.



FREERIDE 350

CAPACITY: 349cc

BORE AND STROKE: 88 X 57.5mm

TRANSMISSION: SIX-SPEED

FUEL TANK CAPACITY: 7 LITRES

FRONT SUSPENSION: 43mm WP FORK (250mm TRAVEL)

REAR SUSPENSION: WP SHOCK (260MM TRAVEL)

FRONT BRAKE: 260mm DISC

REAR BRAKE: 210mm DISC

SEAT HEIGHT: 915mm

WHEELBASE: 1418mm

GROUND CLEARANCE: 325mm

RACING WEIGHT: 99.5kg

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Next time he went he was armed with his mum's Kodak Brownie camera.
After art college he mixed life as a graphic designer, magazine art director, photographer and part-time art college tutor with motocross and photo-journalism. Now he's a commentator, painting pictures with words. He never did get a proper job...

Jack Burnicle is the godfather (our words, not his) of British MX journalism. Born in Billingham, County Durham, to Bella and nutty (his words, not ours) musical genius Stan Burnicle, Jack was mad about cars and motor racing as a kid.
At sweet 16 he got a motorbike, rode it to a local 'scramble' and was instantly, hopelessly hooked.

Czechoslovakian Citadels!

Jack fires back at Irn Bry with a more balanced look at the MX scene of the Czech Republic...

Words and photos by **Jack Burnicle**

In a masterly piece of overstatement, 'Irn Bry' MacKenzie wrote in September's DBR that the FIM Junior MX world championship was taking place, and here I quote, 'in the arse end of nowhere' at Jinin, in the Czech Republic. Actually the truth is quite the reverse. Jinin hosted five successive Czech Motocross GPs between 1995 and 1999 with 125 rounds won by Chicco Chiodi and Sebastian Tortelli, a 500GP by Peter Johansson and finally two 250GPs conquered by Pit Beirer and Frederic Boileau – that's three world champions and two vice champions!

Jinin, together with the other 10 grand prix tracks that hosted Czech world rounds between 1960 and 1999, is unheard of to a generation that has known only Loket year in, year out... Prerov hosted the first Czechoslovakian MXGP in 1961. The winner was the great original world champ, recently deceased Bill Nilsson, on a Husqvarna. A year later home hero Vlastimil Valek won their first 250 round at Holice, an invigorating venue that would stage 250 GPs for 19 years, three out of the first four won by my boyhood favourite Valek on his factory Jawa! And we enjoyed a British triumph in 1969 at Prerov when Elliott Banks-Browne's granddad John won on a 500 BSA.

125GPs hit the scene at Tabor in 1975 before moving to their regular early venue at Stribro.

And it was there, where another homespun hero, Jiri Churavy (CZ) won in 1976, that I first ventured behind the Iron Curtain. Czechoslovakia, comprising present day Slovakia and the Czech Republic, was then a communist country so gaining entry proved challenging. I had to extract a letter of invitation from the organisers then spend two days at the Czech Embassy in Kensington, queuing and filling in confusing forms, to acquire the necessary visa. Luckily I lived in London!

Stribro was the final round of a sizzling season. I travelled overland with experienced trans-Continental nomad Roger Harvey, contesting his third year of 125GPs and often journeying alone in his Transit van. Injured rival Mick George joined us for the huge 15-hour trip down through the Low Countries and Germany to the Czech border. We sat for what seemed hours in a long, hot queue surrounded by dense woodlands that were punctuated with tall wooden observation posts manned by heavily armed border guards (think 'The Great Escape') and fenced with huge rolls of barbed wire. We were finally allowed to cross into communist territory, the road to Stribro peppered with excited scruffy kids pleading for stickers.

Stribro proved a novel venue. A tarmac road carved across the hillside, serving a handsome chateau sited in the centre of the >>



Jem Whatley, Dave Thorpe, Dave Watson and Roger Harvey. Now there's a dream team if ever there was one...

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Date of birth	9/3/47		
Country of Residence	ENGLAND		

Jack Burnicle

Usual signature of bearer

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Jem Whatley leading and beating 125 world champ Eric Geboers in race one

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circuit! The track leapt up and back down over the road in a sequence of testing adverse cambered, sweeping bends, and it featured permanent wooden pit boxes with corrugated iron roofs that would have had Guiseppe Luongo salivating in his expensive shoes!

Saturday night the organisers hosted a civic reception in their town hall. Gerard Rond, the Dutch Yamaha-mounted Jeff Herlings of his day and still in with a chance of the title, stayed late and sank copious quantities of wine while boasting his performance would be unaffected come Sunday. That's kids for you! He actually won the first moto from Gaston Rahier (Suzuki) but Gaston's team-mate Akira Watanabe finished an unflustered third – good enough to secure Japan's first and so far only world MX crown. But in race two, as Gaston won ahead of loudly cheered local idol Churavy, Watanabe snatched a late third place from 'Rondo' and ensured a Suzuki one-two in the final championship standings; the move put tiny Belgian Rahier a point in front of the demoralised Dutchman, who threw up into a plastic bucket after the race. Poor Harvey was thwarted by a rear tyre puncture and remained 14th in the final championship standing.

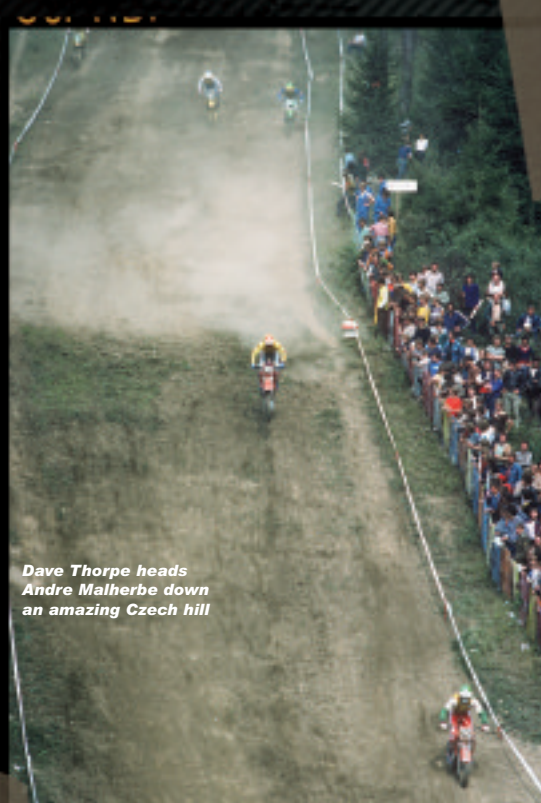
1981 saw me back at the Czech Embassy wielding my letter of invitation from 'Automotoklub Zo Svazarmu Holice'. This august organisation promoted the annual 250GP round famously rugged Holice and with the bitter Georges Jobe/Neil Hudson feud approaching

mid-season, I flew out to Prague with Robert Watson, cheery little Irish father of Hudson's Yamaha team-mate David. The only hire car on offer was a Skoda; not the current breed solidly built by VW and warranting that great advertising slogan 'it's a Skoda – honest', but one of those cramped, rear-engined, allegedly air-cooled boxes that actually inspired the jingle. Half-way she overheated, melting most of the plug leads.

When we finally hobbled into Holice ace mechanic Hudson cobbled up a temporary repair which meant we ran on about two and a half cylinders for the remainder of the weekend.

But what a weekend; uniformed soldiers, magnificent track featuring an enormous home straight overlooked by thousands of fans, thrilling duels and support classes stacked with venerable CZs. Jobe twice came out on top despite Hudson hounding him all the way, with Kees van der Ven's KTM third and American Mike Guerra (Husqvarna) scrapping with the other Europeans, including Watson, for fourth place. Monday morning we stuttered back to Prague, got lost and picked up a huge hitch-hiking soldier with a monstrous backpack who guided us to the airport, the lame Skoda scarcely able to chug its way up the long, relentless climb out of town!

Two years later I embarked on my final adventure behind the Iron Curtain for the 'Trophy Narodov' (aka Trophee des Nations) round the simply sensational 'CSSR Povazska Bystrica Sverepec', a circuit boasting a superb



**Dave Thorpe heads
Andre Malherbe down
an amazing Czech hill**



**Neil Hudson leads former champ Gennady Moisseev
along Holice's huge main straight in front of literally
packed houses in the 1981 Czech 250GP**



**Harvey and Watson
sandwich Jeff Ward in
1983's TdN**

permanent race control tower and the mightiest hills I've ever seen grace any motocross track. A week earlier Great Britain's squad of Watson, Harvey, Dave Thorpe and Jem Whatley had finished a fine third in the MX des at Angreau behind America and host nation Belgium in snotty weather.

Here in Czecho it was burning hot and dusty. I was sharing a hotel room with Thorpey and found him in bits on Saturday evening, having received distressing news from home about his pregnant wife. The Honda-mounted Berkshire man did his best come Sunday while Suzuki's Whatley stepped into the breach, reaching fourth place right behind Broc Glover, Jobe and Mark Barnett before spinning off.

Jem regrouped behind Andre Malherbe but with Watson and Harvey delayed by first-turn carnage the team was off the pace. Race two and it was Whatley's misfortune to be felled at the start, leaving the Brits to rescue fifth overall. The Americans, meanwhile, beat Belgium after Malherbe suffered a second moto puncture. David Bailey, who insisted on starting both motos from the second row, gated sixth and finished fifth behind team-mates Jeff Ward, Glover and Barnett, all of them beaten by elated reigning 125 world champ Eric Geboers. "I wish we had tracks like this to race round every weekend," grinned Bailey. "Riding this sort of stuff makes you tough!" The huge crowd enjoyed their CZ riding home team win the 'B' race, their team featuring early European freestyle MX pioneer Petr Kovar!

Whatley would return to Povaska Bystrica and win a 250GP there in 1986 for Cagiva. The track now lies within Slovakia and after staging several Czech 500 GPs – the last, in 1994, won after a factory riders' strike by Max Anstie's dad Merv – actually hosted two Slovakian GPs won by world champs Joel Smets and Andrea Bartolini.

Other Czech grand prix tracks pre-Millennium included Sarka, where Rolf Tibblin was victorious in 1963. Sedlucany, twice conquered by Paul Friedrichs in the mid-sixties, Dalecin, where 125GPs were won by Geboers, Harry Everts, Trampas Parker and Greg Albertyn and Kramolin, scene of success for Shayne King on his way the 500cc world title in 1996. Not bad for 'the arse end of nowhere'!



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The modern racer lives with fingers balanced on the clutch, ready for a quick pull to build revs up or get the wheel spinning. This is something I find myself doing more than ever before although the correct gear selection is probably better. For this reason the clutch needs to be light enough so that a single finger can flick it in or out without the need to wrap four fingers around the blade to wrench it against the bars.

Pressure washers are great to make the

bike sparkle in minimum time but have a tendency to push dirt where it doesn't belong and also wash away any lubrication. The result can be a mild form of grinding paste which prematurely wears the cables components and simply makes the lever harder to pull in.

There's good news though because for the price of a pack of fags and a pint you can buy a simple cable oiler and if you've got a few spare minutes can do this small job that'll keep your clutch feeling as light as a feather.

CABLEGUY!

IF YOUR CLUTCH ACTION IS ROUGHER THAN A CIRCUS BEAR'S ARSE YOU NEED TO CLEAN AND LUBE YOUR CABLE - HERE'S HOW...

WORDS AND PHOTOS BY ROB BAYMAN



01 The oiler is a basic bit of kit. It fits around the cable's outer and when tightened pinches against the core leaving sprayed in cleaners and lubricants only one way to go – that's down the cable!



02 Once in position – making sure the inner cable is not tight to either end – use the thumb screw to clamp the oiler around the cable's outer.



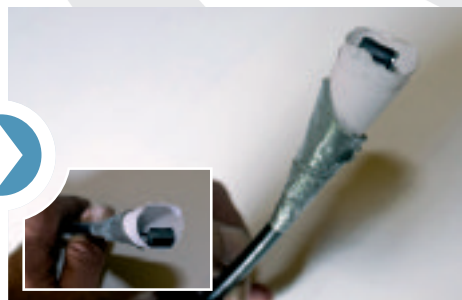
03 To flush the cable use aerosol brake or carb cleaner. It is thinner than oil and is usually delivered at a higher pressure to blast debris from the air space in the cable.



04 To show how much dirt came out of this cable we collected the cleaner in a jug. This cable was last serviced just three three rides ago.



05 After flushing, run a general lubricant like WD40 through as the solvent wash will completely remove all traces of lubrication.



06 Aerosol lubes are great for convenience but for a lasting effect it's better to use oil. Make a paper funnel and seal it as well as you can round the top of the outer cable.



07 Suspend the cable by the paper funnel with the lower end over a vessel of some description.



08 Now fill the home made funnel with the lightest oil you have and let gravity pull the oil down the cable. If you can leave it overnight that's even better.



09 You'll know when the cable is lubricated because oil will drip from the end. To prove the point gravity alone will drop the inner cable through the outer cable – provided it's kink free!

The KTM has served us well but has gone on to find a new home...



TEST

SQUAD!

IF YOU'RE FEELING THE NEED, THE NEED FOR SPEED, LET SLIDER AND MERLIN FILL YOU IN ON WHAT THE MAGAZINE MACHINES HAVE BEEN UP TO...

Words by Team DBR Photos by Nuno Laranjeira

It's been a brief love affair with our 2013 Honda CRF450R and in this time we've successfully taken this completely standard bike and competed in three events – the Patchquick Trophy, Vets British Championship at Hawkstone Park and finally to complete our journey the Vets World Cup at Matterley Basin.

Patchquick was an eye opener for me in regards to racing with young 'uns and getting all pushed about and stuff. The modifications we made were the front oversized braking disc, hydraulic clutch and Yoshimura exhaust system. For Hawkstone the holeshot device was fitted, gearing was modified to reduce running friction and the DBR Eat My Dirt graphics made the bike look uber-sweet.

Then we got the bike totally race fit using Pro Circuit radiator braces, Raptor-grab your feet you ain't movin' foot pegs and Pro Taper handlebars

and control goodies from Apico for the race crescendo at the British Grand Prix where I got to race against riders who I lined up with 15 years before. Doing it again on a jump infested track which was awesome to race on was amazing!

There are a couple of things that are worth pointing out. Firstly, that the only motor performance enhancing product that we used was the exhaust system and nothing else! The motor and ECU was all set to 'completely standard' proving that pulling a Honda out of a crate and racing it immediately is all good. Other hop-ups we could have done to the motor would be to 'flow' the head improving the gas flow performance, moved the power about by adding different cams, changed the piston for one that gave a higher compression and also improved the air flow from the airbox side. With the ECU we could have changed the ignition timing and

fuel delivery to match the pipe and other motor improvements had we made them! Of course we didn't, instead we just used the soft feeling, smooth delivery of power that the Honda provides its user.

The other area in which we could have made further developments – which we didn't explore and yet still got great performance from – is the suspension. I absolutely love the new air fork design and think that the saving in weight, reduction in stiction and the ability to change the equivalent to strength of fork springs by just adding a couple of puffs of wind is brilliant!

Get used to checking the pressure in your forks because this system is likely to stay. Of course we can alter the shim settings both up front and in the rear but out of the crate the suspension units have coped tremendously well with a rock hard and amazingly slippery Patchquick, rough and gnarly Hawkstone Park



with its big, sandy braking bumps and whoops and again finally coping with my over-jumping and rut riding at Matterley Basin.

Our love affair has been short and sweet, our testing has been successful in making the bike even more race ready and the race results have been mega. All in all, the Honda CRF450R has been a great companion in our quest to satisfy Maverick's twisted mind...

The KTM 450SX-F has been put through it in the last year or so. It has tackled the beach at Weston, supercross training in one of the wettest winters I can remember and the mud, dust and rocks of the tracks in the South all in the hands of a few good men. The list of riders who have graced the Orange beauty include Tommy Crunch, Martinez Tuck, Roberto Warner, Aga Doo Poolman and Richie T...

To say the bike has not missed a beat is 99 per cent true as the only smokey moment came when Tommy Crunch went upside down before

the mayhem on the beach really got started...

Every fixture and fitting has stayed in good shape except for a solitary subframe bolt which had a little twist up before the bike landed at DBR test HQ. We have been through two sets of chain and sprockets, One FMF Factory 4.1 titanium exhaust system, a tall seat, one set of plastics, one set of Dare Decals, 10 tyres of various grade, one Fox Racing Shox rear shock and fork adjuster/internal working kit, two sets of Renthal Twinwalls, four sets of Renthal dual-compound half-waffle grips and 18 litres of Motorex Motor Oil...

The overall consensus on Big Orange is the real contrast of styles which suit the stock motor and setting. It is a bit of a Marmite machine – it would seem you either love it or hate it...

When riding the bike hard it is at its best and it can also be cruised at a nice pace on track. It's the middle ground which seems to cause the issue. Martyn Tuck likes a very smooth deep

power with no drop off in the mid-range, he requires no top-end rev as he likes to get the motor feeding on gears and let it work. The KTM does not respond the very best to this request as it enjoys being ridden from the mid range to the top. The bike makes great power all the way through but it does not make the power all in one area. It gets through the rev range quickly which can give the bike a lively feel which does not work for all. Personally I like the power delivery as it is great fun to get to warp speed in a heartbeat...

This delivery will tire a human out pretty quickly but let's face it, fast bikes are something I hear people talk about a lot and if you want a fast bike the 450SX-F is definitely for you...

To round up on our year with the KTM 450SX-F I would say the bulletproof nature and quality of the bike has shone through and no matter what we have thrown at it, the bike has laughed at us with a hint of 'is that all you got?'.

project 500F

Rod Spry is well known for his top-notch work in the vintage scene



BUILD-A-BIKE!

HE'S LOVINGLY REBUILT HIS OWN YZ465, TAKEN A TRIO OF DIRT BIKE BANGERS OFF THE SCRAPHEAP AND RETURNED THEM TO THE TRACK AND NOW HE'S GONNA BUILD A BIKE FROM BITS - IS THE CIRCUS BEAR BONKERS?

Words and photos by Rob Bayman

So, launching this new project has been a bit of a history lesson, as it follows in the footsteps of some industry pioneers – and far greater men than us. This task isn't a recovery as such, but more of a 'Build-a-Bike project', as we make the DBR500F.

Much of the development has been done in the past and – thanks to the world wide web – this kind of information is accessible for anyone to find. However, the sourcing of unavailable stuff – usually hidden inside the minds of boffins and relies on other people making introductions for us. Initially, we identified the credibility of some of the masters, whose technology we would attempt to replicate – Bengt Aberg (two-times world champion), Norton Villiers

Triumph (the merger of our three British Motorcycling Giants), Torsten Hallman (four-times world champion, better known as the owner of Thor), Sten Lundin (two-times world champion and chief tech at Yamaha Sweden) and Brian Curtis, who still produces frames.

The whole concept of a 500cc single-cylinder four-banger was just about exhausted in the late '70s and early '80s. We Brits were past masters at churning out scores of 500cc singles way before the two-stroke revolution, yet failed to match the pace of the rest of Europe. We became a nation who were once considered world-renowned master bike builders and have ourselves to blame for letting the crown slip. As with those old bikes, we were abandoned at the roadside, for our failure to accept change.

On the Grand Prix scene, many consider

Bengt Aberg to be the sole player to have reintroduced four-strokes to competitive racing, and ignorantly overlook British manufacturer CCM who have frequently campaigned on the GP trail, scoring points in a game where their machinery was simply outclassed. Aberg's Yamaha was, however, the first Japanese powered four-stroke motocross bike to score frequent high-scoring finishes in world championships and while often referred to as an Aberg Yamaha, he was the pilot rather than founder. His principal role was to race and develop the World's first 'Super Thumper' but it was Hallman and Lundin who designed and built the bike Aberg raced. Again, it was not an original idea. The interest in Japanese four-strokes started when Missouri motorcycle dealer Gary Surdyke entered the ISDT on a



The end result should look something like this...

production Yamaha XT500, a US-only, single-cylinder, Yamaha trail-bike.

We Europeans knew little of Surdyke and even less about his standard production XT500 trail-blazer. It could have easily ended there, as Surdyke's XT was no contender even when it was running and it expired completely on day two. However, that first European sighting of a Japanese-production four-stroke captured the interest of others – in particular, Yamaha Sweden importers, Torsten Hallman and Sten Lundin. Like most industry Swedes, the duo of Yamaha acers knew exactly where the factory equipment, used by the rival Husqvarna team, was made. They promptly appointed the team's American frame-builders – Profab – to craft them a frame dedicated to the XT500 motor.

Aberg and the big thumper raised more than

a few eyebrows, including those of the folks at Yamaha who were quick to capitalise on the brand's success of putting their motor in a Profab frame. Likewise, Hallman, Lundin and Profab made a commercial attempt to sell frame kits but the standard-engine bike did not sell as predicted. The mild-mannered 30HP XT500, when slotted into the Profab kit, handled like a dream but was often seen still exiting the gate, as the rest of the pack scrambled their way round the first turn.

The race bike ridden by Aberg was no such slouch – its fire-breathing three-valve motor was reputed to crank out a full 50BHP. This sounds credible and, when partnered with Aberg's riding ability, his tally of podium GP points was enough to make the bike noticed above all other low-volume production bikes. It even won the first leg

of the Luxembourg GP at Ettelbruck, before backing up that win with a third in the second moto. Aberg tied victoriously on points with Mikkola that day. Yamaha, who were initially uninterested, quickly had a change of heart when their main man learnt of the project's success. They came up with the funding for Yamaha's own production version, named the HL500 after its founders Hallman and Lundin.

The HL500 was low production – just 200 machines per year its two year run – which possibly adds to its value and desirability. Running HLs regularly command £8000, with genuine, Profab-kitted versions reaching five figures. For the production HL, Yamaha did not go down the route of the Profab frame and, instead, used stock production forks and wheels from the YZ400 and a British-made frame from NVT – who beat off the tender for the frame from fellow British frame-builder, Brian Curtis – to make a true Japanese-British bike. Curtis' development was put to good use – and his own financial gain – as he produced his own frame-kit, ready to slot the single-cylinder 500cc Yamaha engine in.

Following low sales of the HL production, Yamaha appeared to concentrate on the two-stroke bike until 1997 when they stretched another leg out of the four-stroke pit and introduced a new, highly tuned YZ400F which has been reincarnated, through capacity changes and technical overhauls, to become the YZ450 we see on tracks everywhere today.

Our DBR500F will never notch up GP points, nor capture enough interest to set the world alight with its brilliance but there is a growing, vibrant community who love this stuff. Many have already made their own XT or SR-based bikes, so we just need to go as deep into modernising the lame 500 motor with current technology as possible. We know how to make a bike pretty but it also needs to be competitive. With that in mind, we welcome a few new specialists to the team.

Internationally renowned specialist engineer and motorcycle fabricator, Rod Spry will be performing his own bit of magic on the bare casings, as he modifies the motor to a wet sump model and does away with the cumbersome oil tank to allow us to, at least, make a proper air box. Rod knows Yamahas inside out – in fact he knows most bikes of that era inside out – but specialises in wet sump conversions and de-finishing cylinders to add an awesome look.

Our regular expert team of specialists will all also have a hand in the project. Our crank and cylinder specialist, PJ Motorcycle Engineers, may not know it yet but they will be doing any cylinder and crank work and, naturally, a hand-made full pipe will be added – although it may take some persuading to get our man in Cheshire to wake up, never mind fired up.

Once the motor is complete, we can get busy with the frame, and rather than the NVT British Built frame used by Yamaha, we will follow the direction of the original Aberg/Hallman project with a Husqvarna frame. Unfortunately, it won't be the ML model originally used, but a later CR500 frame with significant modification from the 'University of Guesswork' in a 'try-it-by-riding-it' style.

We are under no illusion of making money. This type of project has been attempted by many, with none-branded models not being worth a fortune. Our own has a complete budget of £3,000 which in reality has already been spent. We may even lose money if we produce something wonky, but it will be a community project so all tips, suggestions and information are welcome.

We will build the bike over the next year, starting with the motor, before reaching the frame, giving a pulse to the DBR500F and – eventually – racing it.



BRADLEY SAYS RELAX!

HOW CHILLING OUT CAN BE GOOD FOR YOUR BODY,
MIND AND RACE RESULTS...

Words by Ed Bradley Photo by Ray Archer

It's a well known fact that if you want to improve your racing performance, becoming fitter means you can race faster for longer and that by eating the right foods at the right time you can improve your energy levels and help remove the junk that your body produces after high levels of effort. But what about your mind? After all, it is your unconscious that actually delivers your energy to you!

No doubt you'll have experienced times when racing or even practising when everything flows and happens easily but then when it counts and the stakes are high (according to you) finding enough energy to boost you through a moto seems really tough. A lot of this is down to your 'skill' versus the 'challenge' ahead of you.

If you are highly skilled at something such as racing up front in the MX world championships and you are contracted to do an event where the challenge is to race in a straight line up a slight hill, the likely feeling you are going to experience is apathy – the absence of passion or excitement and your energy levels could be described as lethargic!

If the skill required is low and the challenge is low then it's going to be a walk in the park. You'll have the opportunity to have a lot of fun and your energy levels will be plentiful, however, maintaining motivation to stay at a low level will be tough because as human beings we strive to improve.

The VMXDN is a great example for this as many high level, accomplished riders are using a lower level of skill compared to racing at their peak on a track – Farleigh Castle – which offers very little challenge. The combination produces a one off event that these riders really enjoy and that shines through. Ask the same riders to do this type of event week in, week out and

you'll find their enthusiasm dwindles.

Let's crank up the challenge and keep the level of skill low. In this situation you can be a beginner (low skill) competing in your first event (high challenge) or even an expert rider faced with a certain obstacle requiring a specific skill (low skill) on a track that you may not be able to do very well (high challenge). This sort of situation is likely to create anxiety which wastes a high amount of mental energy as you worry about the seemingly oversized challenge that is in front of you.

The sweet spot – the place that you will create your best performance – is where both the challenge and your level of skill is just above where you currently are in your ability. This is another reason why setting goals effectively is so important because if you usually finish 10th and your goal is first place then your challenge is going to be too high and you can work out for yourself how you are likely to feel. Set your goal for seventh or eighth and your motivation and your energy levels will be at a max.

So whether you are in the sweet spot and you want to produce your best performance or you are anxious about your challenge ahead there is something you can do to mentally prepare in between races.

After a challenging race, one of the first things you do is sit your ass down and rest your muscles. You may even be savvy enough to have a protein drink and/or an isotonic drink for muscle recovery. Once you've got your breath back and feel like you can move again, there is a void to fill before your next race.

This is another place for using routines. Once you've got everything ready for your next moto you can either stress or worry about the challenge in front of you or you can do

something that is mentally relaxing.

Mental relaxation can be achieved in a number of ways. I nearly missed the closing time for the holding area at the Portuguese GP in '98 because I was playing cards with my wife and we completely forgot how long we had been playing! Doing something that is completely different to racing and is enjoyable is a great way to mentally relax!

You can also use a technique where you relax all your muscles in your body starting from your head and working your way down through your body by tensing muscle groups for three seconds and then letting go – this allows all the tension to move down your body and out through your feet.

So you would start with your head/face, then your neck, shoulders, arms and so on. Once you've relaxed your whole body it is common to experience feeling heavy and warm. You can hear things going on around you but you can't be bothered to do anything about those noises as you just sit or lay there relaxed.

Once you are physically relaxed, allow any thoughts to just pass you by and float away, leaving you with no thoughts and your mind empty. If you start thinking again, that's okay, just let the thoughts float by once again and let everything go quite inside. Stay in this state for as long as you like and you might want to set your alarm clock because time seems to alter as it feels like you have been like this for 30 minutes when you've only been there for five!

On the flip side, you could just fall asleep and then you'll need the alarm to wake you up! Give yourself a few minutes to come back around and then you'll be up and at 'em totally rejuvenated and ready to produce another great performance...

Billy MacKenzie knows the importance of relaxing between taxing motos



★ SONIC ★ YOUTH!

THE FUTURE STARS OF MOTOCROSS
BATTLE IT OUT IN JININ FOR THE
COVETED TITLE OF 2013 MONSTER
ENERGY FIM JUNIOR MOTOCROSS
WORLD CHAMPION...

Words by Jeff Perrett Photos by Nuno Laranjeira

The journey to becoming a professional motocross racer as long and one that is often rough and challenging. Sometimes a young racer and their family will even question if they're on the right road and going in the right direction. More than ever before aspiring motocross athletes need direction and guidance as the stakes to make the grade become ever higher – a point that is clearly evident at the 2013 Junior World Championships.

The beautiful circuit at Jinin hosted the action and drama that unfolded over two days in August. Heavy rain lashed down on the hospitality tent the day before the event but did nothing to dampen the spirit inside as the 227 youth racers representing 41 nations were introduced in the opening ceremony. The atmosphere for the whole event was epitomised as everyone gathered inside, sheltering from the huge downpour that Mother Nature had sent to water the circuit to perfection. There was a real party feel to the whole proceedings as each country screamed and applauded as their riders walked on to the stage, yet there was never any animosity shown towards rivals, there was a real family feel – a united motocross family all having a good time.

That 'good time' feel continued through the night and set the tone for the entire weekend and by Saturday morning the rain had stopped and the sun shone on what was to become an amazing weekend of racing. As much as the fun, family atmosphere wafted around the place with the smell of Bratwursts sausages, beer and premix fuel, a real sense of seriousness and professionalism also flared the nostrils as the youngsters got down to business.

Let's not kid ourselves here, this is the next generation of Grand Prix and

AMA pro national racers and everything is geared towards achieving that goal. Our sport is definitely becoming more professional all the time – like other sports it's no different in evolving and keeping up with society. Kids – and more importantly their parents – now realise there's a good career in motocross and there's more emphasis on a solid education in learning the trade. The likes of Ken Roczen and Jeffrey Herlings have raised the bar here in Europe by becoming MX2 world champions at such a young age and now more eyes in the industry here are looking at potential talent as far down as the 65cc class. A fact not missed by the FIM and Youthstream.

"We've put a lot of focus into this junior world championship" says FIM/CMS Director Wolfgang Srb. "You'll see now that year after year this event becomes bigger and better and it's kind of like the Olympics for junior motocross because the whole world is involved and invited to attend. It's a big thing for the young riders as for many it's their first opportunity to race away from their home country. If you look back you'll already see that some of the big names in world championship motocross have come from this championship so it's very important to us at the FIM to see this championship grow, it's the future for world motocross, the event is so important to us."

It's clearly evident that the event is also important for the racers themselves – it's a huge achievement to even be there. So imagine being a kid going back to school and saying to your friends that you are a world champion – it must be one of the coolest things a kid can do! As an observer for the weekend it was obvious that racing is everything to this next generation and their parents. In their passion they are no different to any level of club





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photo courtesy of Dick Law



TRAINER DRAINER!

CATCHING UP WITH CONRAD MEWSE'S STRESSED-OUT COACH...

Ex-GP racer Justin Morris now makes a living coaching up n' coming racers including our brand-new world and European champ Conrad Mewse. Understandably emotional after the race we asked 'Boris' a few questions about the stresses involved with being a rider coach...

DBR: How do you feel after that?

JM: "It's the best thing that has ever happened to me! I don't mind admitting to crying over that. You can live every lap with them when they are practicing and training but in that position it becomes more real. This has been his dream since he got on a PW50 and it's become a reality."

DBR: When you're a rider you're out there and in control of your own destiny. As a coach it must be so hard to watch knowing there's nothing you can do once the race is in full swing?

JM: "Oh hell yeah! Watching every lap unfold you're thinking stuff like 'I know what that bump is going to do to his rear end' or whatever. It's like I want to wrap him up in cotton wool and take him around the track myself. But you know what – all said and done he deserves this. He should've been European champion last year and he got a flat tyre and he's put that behind him and worked his balls off all year. He's a machine of a kid who just works so exceptionally hard. I'm just so proud of him – we've been through many highs and lows."

"I feel sorry for Cantrell but I feel Conrad deserves this. I honestly believe he could've beaten Sean straight up in that second moto anyway. He was relaxed going into the race after riding a little tight in the first and I told him just do your thing. He had that look of confidence about him which I see so I felt confident he could win regardless of what happened in the end to Cantrell. He rode a smart race in the end. We've been together for more than ten years and all that work has paid off today."

★ ★ ★



JUST CHAMPION! ★

THE YOUNG BRIT WHO IS CROWNED KING! ←

The motocross history books will now always say that Britain had a world motocross champion in 2013 and that name will read – Conrad Mewse. The 14 year old from Shepton Mallett in Somerset has been on track since he started racing in the UK on a 65 to achieve his goal and it all came good in Jinin. He posted a 2-2 score to take the title with some smart, assured riding. Then just two weeks later he made it a double by convincingly taking both motos in the European 85cc championships that were part of the British GP festival. We grabbed him for a quick chat a few minutes after he crossed the finish line to become world champion.

"Oh that was amazing," says Conrad. "I got out in the lead and then I saw Cantrell stopped on the side of the track and I knew then I had to really concentrate and not relax too much. I really do feel sorry for Sean, he rode amazing all weekend but that's how it goes sometimes – I had bad luck at the European's at Matterley last year."

"I got a little nervous once Hunter Lawrence started to catch me but I pushed on and we had such a big gap over third I could afford to let him pass me towards the end. When I crossed the line, well, I don't know, I just can't describe the feeling."



racer, they live for the weekend and to race their bike, the only difference is their talent, speed and commitment to the cause.

The racing in all classes was intense and spectacular, it sounded that way too with not a single four-stroke within ear shot or sight. Is this also a sign for the future of our sport? As the sun dried the fast, flowing, yet technical Jinin circuit over the weekend the current crop of the world's best youth riders seemingly got even better. Some of the skills and fitness on show rubber stamped that if you're going to

make a career in motocross you've got to be working on a programme to get to the top at a younger age than ever before.

American Aiden Tijero (65cc), England's Conrad Mewse (85cc) and Pauls Jonass (125cc) from Latvia are worthy world champions – the best of the best for 2013. Like previous and future winners if they stay on the right road and with that little bit of luck that's needed they'll be names synonymous with the world of motocross for many years to come. All hail the sonic youth....

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AMERICAN NIGHTMARE! ★

SEAN CANTRELL'S WORLD CHAMPIONSHIP DREAM TURNS BAD...

Sean Cantrell is one likeable young man. The American is definitely a rider we'll get know more here in Europe even though it was his first time outside of the good ol' US of A. He's already won numerous championships in his homeland and his future looks bright on the Team Green programme in the US, riding for Mitch Payton's mighty Pro Circuit team. He took the first moto win from Mewse and all eyes were on the second moto to see who would come out on top and be world champion.

Unfortunately for most people watching – and certainly Sean – we never got to see him battle with Conrad after a stone wedged itself in between his chain and front sprocket and he went out of the race early and in total despair. Ignoring that, we caught up with Sean to get his take on Europe's culture and motocross racers.

DBR: Is this your first time in Europe?

SC: "Yeah, this is my first time out of the country and I'm having a great time. The people have been so nice and it's definitely a life experience this week!"

DBR: Have you had a bit of a culture shock then?

SC: "Yeah, but it's how I kind of imagined it would be because I'd spoken to a few guys at home that have already been here to Europe. Michael Mosiman has been here, like three times I think, so he told me what it's like and what to expect. It's been kind of hard talking to some people because of the language barrier but that's also been fun at the same time. I've found my way around it. Everything looks different and old, what with all the history so I'm glad I've seen some of that too."

DBR: You had a great opening moto taking the win... what significance would winning the World 85cc championship have had to the American motocross public?

SC: "I'd like to think it would be quite a big deal. Everyone back home knows we have sent a team here to race and just like the Motocross des Nations they want us to win. I've won the USA championship three times so if I had won this world championship it would have meant the world to me and everyone back home would have been proud too."

DBR: I'm sure there's many competitors you haven't heard of but they've probably heard of you. Has their speed surprised you?

SC: "Not really because I never came in underestimating the competition, you should never do that. It's different out there for sure, mainly because I don't know the other riders and how they'll race with me. Back in the States, I know who's fast, who's not, who's fit towards the end of a moto and stuff like that but here I don't. So it's kind of weird when people you don't know are right behind you. The whole thing is definitely an experience I've never had before."

★ ★ ★



Brian Hsu scrubs one out in front of the Jinin crowd

Gary Ashley goes bar-to-bar with a Johnny Foreigner



Kacey Hird does his bit for Queen and Country



Cantrell yanks the holey!

YOUNG BRITS ABROAD ★

CATCHING UP WITH KACEY HIRD AND GARY ASHLEY...

One thing is for sure, there are some super talented youngsters in the world of motocross these days and it already shows in the 65cc class. They all look supremely confident and they've certainly got the moves with most of them seat bouncing and scrubbing over the jumps at the fantastic Jinin circuit.

Great Britain had three representatives in the 65cc class – Lewis Hall, Kacey Hird and Gary Ashley. All three racers qualified for the two motos on Sunday and made a good account of themselves. Although none of them managed to make it into the top 20 overall it wasn't for lack of trying.

Maybe with a more support and structure going forward from the ACU one of them might be able to emulate Conrad's success in years to come? We grabbed Gary and Kacey just after they'd cheered Conrad at the podium for their thoughts on their weekend.

"The track was pretty rough but I really enjoyed it," explains Gary. "It was good experience for me. I learned a lot because I'm racing against better riders than I am when I race at home. It's showed me I have to work harder and also be fitter. I was so happy to make it into the main race because qualifying didn't go well and I had to go out in the last chance qualifier. I won that and it felt amazing and I was probably more pleased for the old man!"

"It's such a big event and it's cool," adds Kacey. "I would've liked to done better but it's good to experience it. Hopefully I'll be back next year, do my best and do better. The last race I was riding good but I got tired so I know I have to go home and work on my fitness. In the first moto the power valve broke on my bike but that's just one of those things – shame it happened here though."

★ ★ ★

TOMBS RAIDER!

ALTHOUGH HE'S ALWAYS THERE OR THERE ABOUTS OUT ON THE TRACK
NOT TOO MUCH IS KNOWN ABOUT LEWIS TOMBS SO WE SENT STEFAN
PAETOW DOWN TO SUFFOLK ON A FACT FINDING MISSION...

Words and photos by Stefan Paetow

One of the more quietly consistent riders throughout the whole year on the British scene has been Lewis Tombs. The JAR Honda by IFS rider ended up fourth in the Red Bull Pro Nationals and is currently eighth in the Maxxis British Motocross Championship – he also collected two world championship points at the British GP. Since winning the 2007 BYMX championship, the Portsmouth youngster has received support from Bike It Yamaha, MVR-D Honda and is now filling the MX2 seat in World Super Bike star Jonathan Rea's team. Now based in Suffolk we tracked down the #66 rider to find out who he is and what makes him tick...

DBR: The season's nearly over, how has the year gone?

LT: "It's been a pretty consistent and steady year – I always try to peak towards the end of the season because I don't think it's any good being strong at the beginning and then fading towards the end. I can now pick up and get some better results and cement where I am in the British championship and the Red Bull."

DBR: How did you prepare for this year?

LT: "This year's probably the best pre-season I've ever had. I did a lot of basic training in November and December, did a lot of cycling with Jake [Nicholls], so my basic fitness was really good this year. In January we travelled to Spain for a month, did a lot of testing, did a lot of motos, spent a week at Brian Jorgensen's training school, and yeah, I came back and was in pretty good shape and just felt good from the beginning. Now we're pushing on, and I seem to be getting better."

DBR: Which format do you like? You joined the Pro ranks around 2010, so you still got the 30+2 format, now you have 20+2 in the British Championship and 25+2 in the Red Bull Pro Nationals and then you end up at a Grand Prix where it's 35+2. Does that make a difference when you have a lot of basic fitness?

LT: "I think so. I think just the duration of the race in the GPs being over 35 minutes is definitely difficult for someone who is doing the British championship. The 20 minutes are obviously good for

spectators but I'm not a big fan. I think the 30 minute races were a lot better when we used to do them because it did help the people who did GPs, and the 20 minute races are not really helping anyone.

"I'd like to maybe see a change in the British championship, maybe 20 minutes the first, 25 the next and 30 for the last because riders in the British might be able to get away without training or doing any fitness work at the beginning of the year because of how short the races are and how much of a sprint they are."

DBR: How is the world championship different and what's it like to have your GP rivals tear past you?

LT: "I think you need to use your head a lot more, most of the guys pace themselves – they don't go off too strong. They obviously go quick at the beginning but they're going that speed for the whole moto. It's a long race – 35 minutes – and those guys seem to be able to do that lap after lap. In the British championship, 20 minutes is not that long to go at that speed but to do it for 35 minutes is quite impressive."

DBR: Do you have plans to move up to the GPs at all?

LT: "I'll be 23 in November so this is probably the last British GP for me."

DBR: So you don't plan to move up to a bigger bike?

LT: "No, I've never really ridden a 450. I've ridden one maybe two or three times, maybe this winter we'll get one >>

"Just watch the starter, dude – what can go wrong?"





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This year's GP was most likely be Tombs' last punt at the world championship



and try but MX1 in the the world championship is another level altogether. There you probably have 15 or 20 guys who have won a race in the world championship and where I am at the minute I don't think I can be at that level."

DBR: What do you do during the week, training-wise?

LT: "It all depends. If I've got no work on, a normal week would be cleaning the camper and whatnot on Monday, and after that's done and servicing the bikes, which takes most of the day, I normally go for a cycle in the evening for an hour or so for recovery. On Tuesday I normally do a run early on the morning before breakfast, and then do some sort of activity in the afternoon, like the gym or circuits. On Wednesday, I usually go for a long cycle and then towards the end of the week taper down a bit because the weekend's coming and take Friday off. On Thursday I do some sort of training in the morning and in the afternoon again. I try to train as much as I can, depending on riding as well."

DBR: You mentioned work, what is work for you?

LT: "I try to work as much as I can, I try to pay

for the riding and practicing and stuff. I do work for Bickers Action, who provide stunt and tracking vehicles for the film industry which is quite an interesting job. I just ride quads or golf buggies with camera men on them. It's interesting, definitely different, and the money's not too bad either."

DBR: Is Bickers Action going to be where you're going to end up when you stop racing, or are you going to set up your own business like some friends of yours?

LT: "I enjoy working for Bickers but I don't see myself doing that for the rest of my life. I enjoy it at the minute and it's something different. The film industry is definitely interesting. When I finish racing, I really want to do something with my dad – he also works at Bickers at the moment – and I can see us doing something together. I look forward to that day, actually. I try not to look too far ahead though – I'm really enjoying my racing at the moment. I can see myself racing for another year and do a bit of work here and there. The main thing is to just enjoy myself, so I'll try to keep on doing that and then maybe think about jobs and stuff in the future."

DBR: When you went pro, did you finish school or did you leave school early?

LT: "I enjoyed school, I stuck at it until I did my A levels and got good grades. My mum was always a firm believer in that you should always go to school, because in the end very few are going to get rich from riding motocross bikes. I did my A levels and then kind of was deciding whether to keep racing or go to university, and in the end I decided not to go, so here we are today, still racing. I'm glad I finished school and did my A levels, it's definitely something I can fall back on once I finish racing in the future."

DBR: What was your favourite subject in school?

LT: "Business studies, I really enjoyed that, and the proper guys' things like woodwork, product design and stuff. When you're not all that clever at school, it's one of those subjects that most people enjoy."

DBR: When you come to the end of your career as a pro motocross racer, what advice will you have for young riders coming up?

LT: "If you really have a big heart for it, and you want something really bad, then definitely stick at it. There are a lot of gifted riders out there who

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don't train and probably can get away with it, but if you really want it that bad, you try to work for it as much as you can. I believe that the work you put in is what you get out of it at the end of the day. If you don't put any work in, then you don't get the results back. When you're in the 85s and stuff, at that stage, it's good to get the results but it really matters when you get to the bigger 125s and 250s."

DBR: Have you been one of the lucky ones or do you have a list of injuries?

LT: "Touch wood, I haven't had too many horrendous injuries. I just had a really bad one in America when I was training out there one year – a punctured lung, bruised kidneys and a dislocated hip – but other than that, I've just had little knocks and stuff, no major injuries."

DBR: Who is your biggest hero in motocross?

LT: "There are a few. I've always admired Ricky Carmichael and Marc de Reuver. I've always been a big fan of his, just for his style, I've always thought he was cool. Of the guys I race with, I admire Jake and Nev [Bradshaw]. I see them both a lot and you can see the work they put in, they're completely different people but they both work really hard for their goals."



Lewis ends the Red Bull Pro Nationals on a high with fourth in the final rankings

DBR: I recall you doing a couple of training schools with Elliott [Banks-Browne] and Nev, as well as Carl Nunn. Tell us a bit more about those...

LT: "I've done a few training schools in the past and Darren from MX Training Events UK asked me if I wanted to come and lend a hand one day. I've always enjoyed teaching kids and the adults as well, so yeah, it was already organised and I just went along and helped with Elliott. It was a really good day, it was different to the ordinary practice day and hopefully the kids and adults picked something up from that. I've done two now and it's been really good fun. I enjoy it and it's nice to see that when you give even just basic tips, that you can see them try and realise it works. Hopefully we can do a few more, perhaps next year or towards the end of this year."

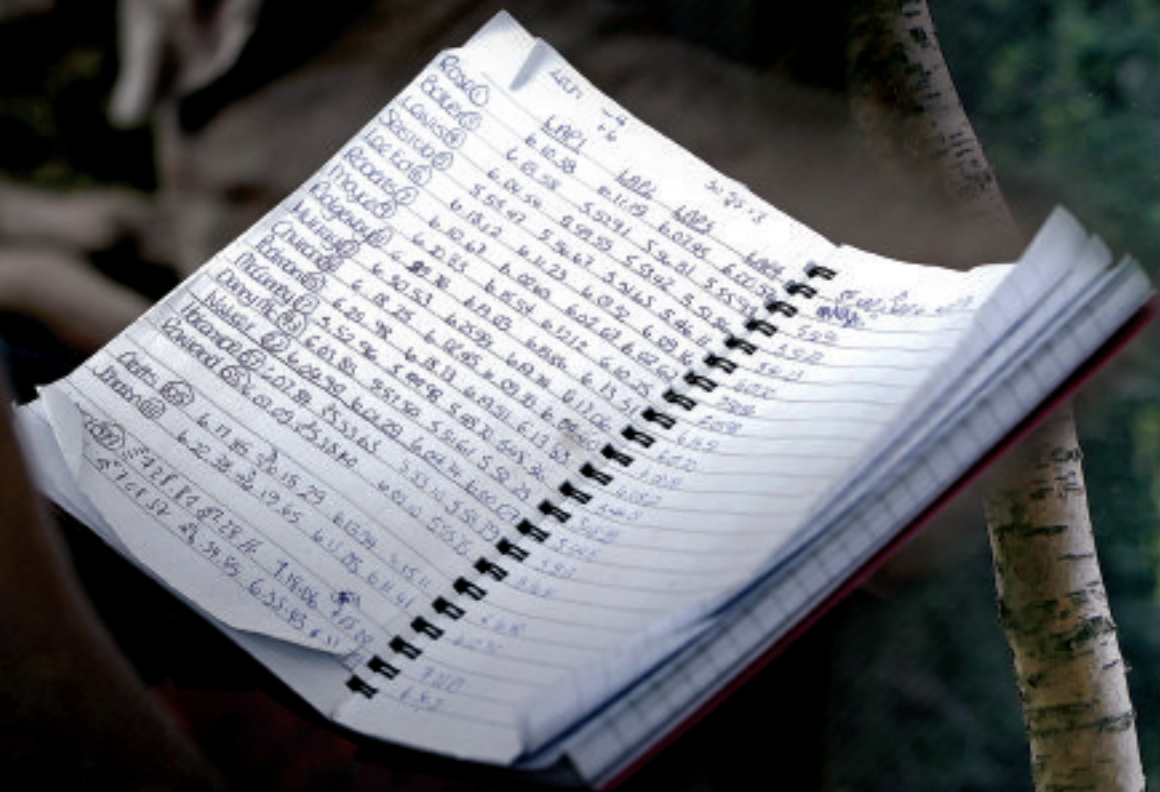
DBR: You watch the AMA Nationals on Saturdays over the internet and you can watch the GPs. How do you as a rider compare the two championships and what do you think they can learn from each other?

LT: "The championships are completely different and you definitely have to adapt to each. The tracks are completely different – in the GPs they

let the tracks get really rutty and rough and form naturally, in the AMA it's just flat-out. They can learn a lot from each other – with the AMA the prize money is really good, the GP guys don't get any money apart from their wage and that's a big downer especially with the entry fees being as high as they are for the year. The GPs definitely can learn from that. The GP setup always looks the part and professional, the AMA looks more low-key, like a one-day thing, and it doesn't look as good as the GPs."

DBR: What do you think the British championship can learn from those two championships? What can be made better?

LT: "For me, the length of the races. "20 minutes is too short a time and when you try to attract GP riders to the championship, like I know the British tries to, then you definitely have to make the races longer. Maybe we also need to go to some different tracks. I enjoy the Maxxis and I think they're good, and I know the British runs around the GPs but if they're not including GP riders or GP riders are not going to come then perhaps the British should run their own schedule – maybe a 10-round championship and just be something different."



BEST OF THE BSEC!

WE LOOK BACK AT THE VERY BEST BITS OF THE 2013 BRITISH SPRINT ENDURO CHAMPIONSHIP...

Words and photos by Future 7 Media

Four years old! Doesn't sound like much reason for celebration, but when it comes to the Husqvarna ACU British Sprint Enduro Championship a lot has happened in the past four years. From a one off 'try it and see' event back in 2009 the BSEC series has grown in both rider numbers and stature and in 2013 witnessed its most competitive season to date...

For the majority of categories the battle for top honours went right down to the wire with the Elite class title decided on the final test of the final round in Chacombe, near Banbury.

In his debut season in the BSEC, Finland's Matti Seistola held off both Jamie and Danny McCanney to win. Third overall in this year's

Enduro 1 world championship, the Husqvarna backed rider was expected to dominate the series but didn't.

With Britain once again becoming a force to be reckoned with within enduro circles, Seistola met his match in the form of the two McCanney brothers. Nipping at their heels, Welshmen Jamie Lewis and Tom Sagar plus Daryl Bolter kept the top trio honest all season long.

Further down the classes, Jack Rowland fought off an intense challenge from Steve Holcombe to clinch the Under 23 category while his teammate Rob Johnson wrapped up the Under 19 class.

DBR decided to check in with the BSEC series and get the inside line on the 2013 series...





Danny McCanney

ELITE CLASS BRONZE MEDALLIST

Danny McCanney almost accidentally won the 2013 BSEC championship. With his Spanish commitments preventing him from contesting the opening round in Chavenage Farm he filled a spare weekend in his calendar by racing rounds three and four at Llangrove and claimed a race win. A couple of rounds later and further podium results left him with an outside shot at the title entering the season finale at Chacombe. He finished third.

"I've enjoyed it. It was difficult dropping the first two rounds due to my Spanish commitments but I gave it my all. I had some great rides but a couple of bad ones too. To be honest I was using the championship as training for the EWC – I didn't realise I had a shot at the championship until the final round. It would have been great to win it but I'll settle for third."



Andrew Reeves

EXPERT VETS CHAMPION

Andrew Reeves is the first Expert Veteran champion in the history of the BSEC. He's also a three-time finisher of the Erzberg Red Bull Hare Scramble so he's quite handy on a motorcycle. When the event organisers announced the introduction of the Expert Vet's category, Reeves was one of the first to sign up for the series.

Although still capable of competing in the Expert class, he's no longer keen on sticking his neck out to go faster. Eager to try his hand at sprint enduro, Reeves ended his year as champion...

"I'm glad the BSEC introduced a class for Expert Vets this year. It's been a lot of fun. I still feel that I'm fast enough to race Experts and achieve a top 10 result but I'd have to bust a nut to do it."

"This class sort of opens up the competition a lot more. Instead of scraping a top 10 result I'm battling for the win against guys my own age. I don't really want to ride Experts anymore – it's full of 20-something kids that are willing to bounce off trees to win. When you go over 40 you quickly find out that you don't bounce anymore, instead things start to fall off."

"Over time I think the class will grow as more people find out about it. At the moment it's lacking in numbers but that's probably because there's not many of us left. In a way we're a dying breed. Clubman Veterans has more riders because they are guys that tend to have started racing late and are just willing to ride their own pace. Expert Vets were previous championship or expert level riders that just got old. But we're still a competitive bunch of people. We still want to win races."

"I know some guys struggle with the cost element. On paper the actual bike time per pound is less than a timecard enduro but in a funny way that suits me better. If I did six hours straight on a bike I'd fu*kin' die. I don't have that type of fitness anymore. At the BSEC I go as fast as I possibly can for a lap, then chill for a bit and do it all over again. It's a lot more relaxed."

MANAGEMENT SPEAK!

SI MOLTER AND GRAHAM WARD – MIDWEST HUSABERG

Simon Molter and Graham Ward are the two parts that make up Midwest Husaberg. One of the largest teams in the paddock they support a rider in almost every class. Despite just missing out on winning this year's Elite title with Jamie McCanney they did win the Women's class with Jane Daniels while Lee Sealey placed second in the 125 Youth category.

"I've always enjoyed the BSEC," tells Molter. "I've been here since the very first one. I think the concept of the series is fantastic. It helps riders improve their special test skills and prepares them for a proper enduro."

"The series has been an asset to our riders – it's sharpened them up for EWC competition," continues Molter referring to Jamie McCanney and Jane Daniels. "We've used the BSEC to help Jamie get used to racing a 250 two-stroke. It's been good to watch him progress on it and get faster and faster throughout the year. Having that extra practice certainly helped him finish on the junior podium at the GP of France."

"From a manufacturer's point of view it's also important for us to be here," adds Graham Ward. "It's a British championship so our presence in the paddock is essential. We work hard to look as professional as we can. At the races we can talk and mingle with the public – it's difficult to do that at a normal enduro."

"The series is also well documented and promoted in the press. Having riders fight for various categories in the BSEC puts our name forward to the public. This series definitely helps as a media tool for Midwest Husaberg."



MICK SEWARD – MPS RACING

Mick Seward's MPS Racing team is the second official Husqvarna team competing in the BSEC. Although not fielding a rider in the Elite class he does have one in both the Under 23 and Under 19 categories with Jack Rowland and Rob Johnson claiming titles in those respective classes. Needless to say Seward's had a lot to be pleased about this year.

"MPS Racing is all about providing a platform for the next generation of riders to compete in enduro at the highest level. By winning two titles in this year's BSEC we feel that there's a lot to be proud of. As an official team for Husqvarna in a Husqvarna backed series it's been absolutely fantastic to win both classes. Jack and Rob excelled themselves this year and they deserved to be champions."

"I think it is championships like this that are helping to bring riders on. There's a lot of young talent coming through at the minute and the BSEC is part of the reason for that. Long tests that are repeated in quick succession are training them for when they compete abroad. Jack, Rob, Jamie Lewis and Josh Gotts are up to speed when they race in the European Enduro Championship. They're used to the event being biased towards special tests and it's showing in their results."



Jamie McCanney ELITE RUNNER-UP

Skipping the Under 19 and Under 23 classes, Jamie McCanney moved straight from the 125 Youth class into the Elite in 2013. It was a bold step to take but McCanney instantly became a title contender. Claiming two race wins he pushed Seistola hard for the championship.

"Of course I'd have loved to win the championship but it's been a good season. I honestly wasn't expecting to be a contender. At the beginning of the year my focus was on winning the 125 Enduro Youth Cup world title so I wasn't able to train on the 250 two-stroke. Once I wrapped up that championship I was able to improve on the bigger bike."

"Winning round six at Sheffield definitely turned my season around and I came into the final two rounds in Chacombe with a shot at winning the title. I had to win both days and hope Matti had a problem. I won the first day but made a mistake early on the final day and Matti got the edge over me. You can't do that with a rider like Matti and expect to win it back."

"Overall I'm pleased with how the season has panned out. I knew jumping from the 125 Youth class into Elite would be tough but it's been worthwhile. Hopefully next year I can go on and win the title."





Tom Church

OLD DOG LEARNING NEW TRICKS

Former MXGP rider Tom Church is now in his second season of BSEC competition. After a solid career as a professional motocross rider Church wasn't quite ready to hang up his boots for life. And he didn't really want to slip back down to Hobby level racing either. Instead, he chose a different route and the BSEC was it.

In his first season he got to grips with racing in the woods pretty darn quick and ended it as runner-up to eventual champion Jordan Rose. Teaming up with Midwest Husaberg for 2013 he hoped to go one step better but increased competition pushed him five places back and he rounded out his season seventh overall in the Elite class.

"Even though I didn't get close to where I finished last year I'm actually a lot happier with my result. The competition was way tougher this year. Some fast guys moved up from the Under 23 class and also Matti Seistola came over from Finland to race. At one round there were actually six factory-backed riders competing – that's serious business.

"Personally I don't want to ride at that level

anymore. I've done my time as a professional motocross rider. This is something I'm purely doing for fun because I'm not riding a bike very often these days. When I stepped down from GPs I was a bit lost in what I wanted to do. I didn't really want to go back to motocross at a lower level and race. I wanted to do something different and the BSEC was it.

"So far it's been great. The tracks are not extreme like Erzberg. They're like old school scrambles tracks with woodland sections mixed in. Actually, they are very similar to the type of tracks I learned to race on and I enjoy that. Sometimes there are log jumps or rock piles to deal with but nothing major.

"My highlight of the season was at round six. Simply because that's the one everyone said I would hate the most. The track at Sheffield was 100 per cent in the forest but I really enjoyed it. It's probably because I'd never rode anything like it before – after racing motocross in the same conditions for so long racing in the forest was kind of fun. Strangely enough it was also my best result of the season."



Tim Cotton

THE CORNISH CHARGER

Cornwall is pretty much a long way away from everywhere but it hasn't stopped Tim Cotton getting down and dirty with this year's BSEC season. New to the sprint enduro format, Cotton picked up six race wins and the Clubman Vets title.

"It's been nice to compete in something with a British title to it. I know it's a long way from Cornwall to travel to the races but I feel it's worth it. The short, sharp, repetitive blasts tend to suit me better than a hare and hound. You give it your best effort for a lap and then relax for a while before doing it again.

"There's a great social element between races too. Everyone is looking at the laps times and talking about where to go faster. There's a group of us that travel together and we're always having a laugh trying to beat each other. But at the end of the day we put the bikes away and chat about the race over a BBQ and a few beers. Some of the Elite guys drop in and that's kind of cool too. It's basically a great weekend away with bikes and mates."



Jane Daniels

WOMEN'S CHAMPION

As a front-runner in the Enduro World Championship, Husaberg's Jane Daniels is the fastest woman enduro rider in Britain. Her double win at the GP of France just days after the final round of the BSEC proves that. Expected to cruise her way to victory, Daniels actually faced an equally tough challenge at home as she did abroad. Pushed all the way to the final round of the series she eventually defended her title – but it didn't come easy.

"When I won every round of the championship in 2012, everyone sort of expected me to do the same this year but I've been pushed a lot harder for it this time around. In a way I made it tough on myself – breaking my arm at the opening round didn't help – but the girls have stepped it up a lot over the winter. Katie Walker as come on strong and Hannah Styles – who joined the series this year – was not far off either.

"The standard of competition has got a lot higher. We're all trying to win and that's pushed us on. At some of the rounds our times were very competitive overall. Hopefully the Women's class can continue to grow in numbers. There's been a couple of new faces come in this year and if others see what we're doing then maybe next year there'll be a few more."

ROLL OF HONOUR!

2013 CHAMPIONS

Elite: Matti Seistola **Husqvarna**

Under 23: Jack Rowland **Husqvarna**

Under 19: Rob Johnson **Husqvarna**

125 Youth: Brad Freeman **KTM**

Expert: Richard Ely **KTM**

Expert Vet: Andrew Reeves **KTM**

Clubman Vet: Tim Cotton **Husaberg**

Clubman: Mark Denslow **KTM**

Women: Jane Daniels **Husaberg**

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Tom Sagar is a BSEC regular in the Elite class

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Rounds 9/10 July 26/27
Rounds 11/12 October 4/5



MANAGEMENT SPEAK!

COLIN PORT - FREESTYLE HUSQVARNA

Freestyle Husqvarna are hard to miss both on and off the track at the BSEC. For 2013 they enlisted the talents of Finland's Matti Seistola who helped deliver them their first British enduro title while off track few can rival their setup. Keen to push their brand forward, Colin Port is the driving force behind Freestyle Husqvarna...

"The BSEC is our premier championship and the one we put all our effort into. I feel it's good for the riders, teams and also the spectators. It helps to show off enduro in its best light and that's a hard thing to do with enduro. Normally at an enduro the service crew are hidden away in the back of beyond and nobody sees us. At the BSEC the paddock is a central point of the racing and we're very much involved with the event."

"Racing is vitally important to us. We're a big believer in the 'win on Sunday, sell on Monday' philosophy. People arrive to our shop on Monday morning to talk about the weekend's race. It makes us more connected to our customer base. If our race team finds issue with the bikes we work hard to solve them and then feed that service back to our customers."

"Our plan is to expand over the next 18 months and having a race team is central to that. At the moment we're trying hard to secure a rider to fight for the Elite title next year but we also want to support younger riders and find new talent."



Matti Seistola

ELITE CHAMPION

Finland's Matti Seistola was crowned this year's British Sprint Enduro Champion. After sampling some BSEC action at the final round of the series in 2012 the Finn made it his priority to return for 2013. Supported by Freestyle Husqvarna, Seistola was pushed hard by the McCanney brothers for the championship. With the title coming down to the very last round, Seistola pulled a win out of the bag to get the job done.

DBR: Matti, congratulations on winning the 2013 British Sprint Enduro Championship!

MS: "Thanks, it's been a brilliant season. It really feels great to have won."

DBR: Between the McCanney brothers, Jamie Lewis, Daryl Bolter and Tom Sagar there's been some intense battles this season. Were you surprised by the level of competition?

MS: "Not really. I knew there were a lot of top riders riding this series. I know the McCanney brothers from the EWC. They're a fast bunch of guys so the racing was always going to be tight. But I'm glad it was. I wanted close racing and that's exactly what I got."

DBR: During the second half of the season Jamie McCanney hit top form while you began to struggle. Why was that?

MS: "At almost exactly the same time Jamie won his world championship I broke my toe quite badly. My

confidence took a big knock but he got stronger and stronger. Then he got on the 250 two-stroke and immediately became even faster. It took until the final round before I began to feel like my old self again."

DBR: What's been the low point of your year?

MS: "Round six at Sheffield. I hadn't been able to prepare for it due to my injury. I thought I could fight for the win but got smoked. Jamie was on fire and he kicked my ass – the best I could finish was fifth."

DBR: With the championship coming right down to the final round how did you approach the race?

MS: "When I woke up on the Sunday morning I decided there and then I wasn't going to lose. I felt good the previous day but made some mistakes and Jamie got the win. On the first test I gave it my maximum and managed to get into the lead. I won the next two and that put the pressure back on Jamie. Luckily he made a mistake and it gave me some breathing room but not enough to relax until I crossed the finish line of the final test as the champion."

DBR: With the title secured are you glad to have focused on the BSEC?

MS: "The championship has been fantastic and I'm so glad I came. I want to thank the Freestyle guys because they've been awesome. Next year I really want to come back and defend my title."



DERRICK EDMONDSON - EDMONDSON RACING

Derrick Edmondson has been involved with British Enduro almost since time began. First as a competitor and now the owner of Edmondson Racing – there's little left about the sport that he doesn't already know. Fielding two riders – Jamie Lewis and Lee Edmondson – on HM Honda and Beta machinery respectively, Edmondson Racing's commitments are centred on the BSEC and also the BEC.

"It's simple maths – we go racing to sell bikes. It's the best way to promote my business and drive the Beta and HM Honda brands forward. It's important to have a championship like the BSEC to run alongside the BEC. It's professionally presented and provides close racing."

"The format of the series allows the team and myself to be hands on with our riders. We're constantly in close contact with them and can try different bike setups in a controlled environment."

"It's promising to see how competitive the Elite class has become this season. The guys at the sharp end of the class are pushing extremely hard – you only have to look at how close the times are to see that. We've made a lot of progress with Jamie this year. He's scored a couple of podium results and we're now not far off winning races. I believe he's got the potential to do it."





THE CRAIGS!

CRAIG PARKS AND CRAIG DRAYCOTT ARE JUST TWO AVERAGE GUYS WHO LOVE TO RIDE - OR ARE THEY?

Words by Max Hind Photos by Colin Brister

At first glance Craig Parks may look like an 'average Joe' and, after watching him ride, you could be forgiven for thinking that he is your typical, run-of-the-mill weekend-warrior. But you'll soon come to realise that Craig Parks is something far more extraordinary. He is potentially the fastest one-armed motocross rider on the planet...

Several years ago Craig had a road-bike accident that resulted in the loss of his right arm. For many people this would be the catalyst to cause them to give up on their hopes and dreams but for Craig this wasn't the case. Most people would worry about how they

would be able to function in their day to day lives, but Craig's biggest fear was that he would never be able to ride a bike again.

Thankfully this is the beginning of the story and – armed with fighting spirit of a lion – he was determined to make it happen again. Despite several failed attempts to remount and get riding, he never gave up.

After weeks of trawling t'internet, Craig stumbled across a handy little website – www.prostheticarm.com – run by a Canadian mountain-bike rider who had also lost an arm. This guy – Will Craig (there are quite a few people with the name Craig in this story so it may get confusing) – now builds and sells prosthetic arms that certainly look the

part and are up to the challenge of taking on the toughest sport in the world!

Although originally manufactured for use on a mountain bike Craig (Parks) jumped at this chance to finally get back to what he loves doing. He improvised and adapted his bike accordingly, with the throttle, front brake and clutch all mounted on the left side and the new, impressive mechanical set-up on the right to connect his new prosthetic arm to. Craig could now get back on track, all the while being the test pilot (and sometimes the crash test dummy) for this ground-breaking set up for amputee MX riders. Not to mention, he could begin slowly working his way towards becoming the 'fastest one-armed motocross rider in the world'.

>>

The two Craigs take time out from riding to discuss who their favourite 'Bond' is - it's Daniel Craig!



Is Craig Parks the fastest one-armed motocross rider in the world?



Craig Draycott got the inspiration to ride again after seeing the Craig Parks videos on YouTube

WATCHME!

Wanna see all the videos mentioned in this article? Well, head here – <http://bit.ly/16lgN7p> – where we've got them all in one place...



Craig never gave up hope and fulfilled his MX dreams by riding some of the best and most famous tracks in the US on a motocross holiday with a few of this riding buddies. But this is only the start of the 'Craig Parks saga'...

Just a few short months after Craig's pilgrimage to motocross paradise he was touring a few tracks back home in the UK, trying to find something to match the might of the American facilities. He found himself at the prestigious Elsworth Motoparc and by this time Craig was completely comfortable with his set-up and starting to rip.

It was that Sunday that I had the pleasure of meeting Craig for the first time. I watched him killing it around Elsworth (those of you that have ridden there will know that there are some pretty gnarly jumps and Craig was hitting them all!) so I knew I had to do something with him. It just so happened that I had my cameras in the boot of

the car and I couldn't miss out on the opportunity to help Craig share his story. So that afternoon we hung out, got a quick 'interview', some kick-ass riding footage and hooked the charismatic Craig up with a few GoPros...and that was the beginning of his celebrity lifestyle!

Just over a year – and well over 100,000 views on YouTube – later we thought it was about time that we caught up with the now world-famous Mr Parks. It was fitting that we re-joined his story where we left off – at Elsworth Motoparc. We sat down on an irregularly glorious British summer day and let Craig fill us in on the events that had unfolded after the upload of his original film.

"After Vital MX got hold of the video there was a great response," says Craig. "The guys on the forum chipped in to buy a Rekluse clutch for me which was great. It made such a difference coming into bends – a massive difference to my



riding. I don't feel like I have to cover the clutch and I can just leave it alone, which lets me cover the brakes so much better. It's good for me to use it as it stops extra finger usage – which really used to pump me up. Hopefully you'll that see I'll be quicker in the video."

The Rekluse clutch courtesy of the guys at Vital hasn't been the only piece of support that Craig has received since the upload of his first film – DJO Global have also provided Craig with a Donjoy wrist brace: "I really want and need to protect the wrist, hands and fingers I do have," laughs Craig. "As well as that, 'the safer I feel, the quicker I can ride'.

However, probably the most important and significant result of Craig Parks' film – 'The World's Fastest One-Armed Motocrosser?' – is the inspiration that it has provided for amputee bikers across the globe. Prior to our second meeting with Craig he told us about a new friend

who had contacted him after seeing the first film. He told us that they were going on a two-day riding trip the following week and that he wanted us to come down, hang out and film. Oh, and it just so happens that Craig's new friend may well be the world's only one-armed, one-legged motocross rider!

Craig Draycott (see what I mean about there being a few Craigs!) had a motorcycle accident 11 years ago in which he lost his right arm and right leg. This Craig – let's call him Draycott – has been absolutely mad about bikes his entire life and, much like Parks, his main concern after his accident was getting back on one.

"The worst thing that happened to me was thinking that I would never ride a bike again – that was the hardest thing," admits Draycott. Not knowing what else to do, he spent the next eight years in the pub feeling sorry for himself and had given up hope of ever riding a motocross

bike again. That is, until late in 2012 when he came across the Craig Parks video on YouTube. He never looked back.

Draycott was inspired by Parks' story and riding skills so he got in touch and asked, 'Where the heck did you get your arm from?' and, 'How the heck could I get one?'

The two kept in contact and a new friendship formed. Parks helped Draycott to get the same prosthetic arm dialled in and, with an already modified bike suited for his prosthetic leg, Draycott could finally get back to his passion of riding a motocross bike again.

It's incredible to think that all this happened because of a video. Craig Parks received support that he could have never dreamed of, a new friendship was formed and, most humbling of all, we helped to change someone's life for the better...

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NATS WRAP!

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BREAKING POINT!

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DECIDED AT CULHAM

MASTER CLASS!

BRITISH MASTERS DONE AND
DUSTED AT BROOKTHORPE

CHARLIE COLE



Brand-new Youth Open champ Brad Todd

SERIES STANDINGS!

65cc

1 Lewis Hall 1153, 2 Curtis Trimble 1098, 3 Joel Rizzi 1068, 4 Jack Galvin 968, 5 Drew Kemp 955

SW85cc

1 Harry Kimber 1129, 2 Jed Etchells 1125, 3 Dylan Woodcock 1088, 4 Nathan Claughan 1085, 5 Callum Green 1029

BW85cc

1 Jay Hague 1202, 2 Albie Wilkie 1098, 3 David Galvin 1037, 4 Billy King 950, 5 Ben Edwards 914

YOUTH OPEN

1 Brad Todd 1139, 2 John Adamson 1085, 3 Jay Lamb 1037, 4 Jon Hodgson 885, 5 Jack Kelly 884



Jay Hague takes the BW85 title



Harry Kimber and Nathan Claughan go bar-to-bar at Milton Park

NATS WRAP!

ACU SERIES DONE AND DUSTED...

Following the final round of this year's ACU British Youth Nationals, hearty congratulations go to this season's fabulous four championship top dogs – Lewis Hall (65s), Harry Kimber (SW85), Jay Hague (BW85) and Brad Todd (Youth Open).

Running at Milton Park, Curtis Trimble saves his best until last and he jubilantly grabs the overall round win in the 65s. On the weekend Trimble nailed a speedy winning brace as did Joel Rizzi and the eventual section champion Lewis Hall. The other heat win and weekend third overall goes to Eddie Jay Wade. Winning his title over the seasons course with a grand total of 13 moto wins, Derbyshire lad Hall finished some 55 points well clear. Husqvarna pilot Trimble ultimately claimed a well good series silver – and at just nine years-old – Rizzi goes home with a sensational national bronze.

With Harry Kimber taking a slender eight point lead into Northamptonshire, the battle for 85cc small-wheel supremacy always was going to be a close run affair. Manx maestro Jed Etchells was in the chasing position and despite Etchells winning the round with two heat wins

and a card full of thirds – he tantalisingly finishes four points short of Kimber's final total. Callum Green opens up with a couple of cracking moto wins as Kimber in a likewise fashion later nails a winning pair. Kimber also posted a couple of seconds – and he skill-fully does enough for his title glory finishing in weekend third. The last heat win of the championship went to Dylan Woodcock – Woodcock finished in weekend second just one point behind the Etchells score. The Woodcock effort could have translated into a round four win, this if only race one had not been red flagged when he was well clear. None the less the Woodcock super show lifted him into series third.

At one point this year it looked very much as if Jay Hague would sweep the national board in all championships. Mid-season injury put paid to this notion but with four more heat wins and his third overall win coming in Northants, Hague successfully wraps up the British ACU 85cc BW title. Following the best part of the season on KTM, Albie Wilkie is now back on a Honda banger and a weekend of highs saw him snatch the remaining three heat wins but two hefty offs

left him out of contention for the weekend win. Wilkie ultimately had to settle for the round and championship runner-up spot. Finishing in weekend and championship third Irish raider David Galvin's card is highlighted by one second and three thirds as his standout.

In the Youth Open section long time series leader Jack Kelly was out and retired following a horrible and unfortunate training crash at Preston Docks in August. And even though only 14 were sitting on the start line the title was now well and truly up for grabs. Cumbrian Brad Todd and Scots John Adamson were the two amigos in main contention and with Todd himself just returning from injury it could have been a close call. In the event Adamson couldn't quite muster a heat win. Todd on the other hand could and he duly plundered four of them as his Planet Suspension buddy Jay Lamb smashed home three race wins. All totalled Todd won the weekend and the series with Lamb terminating in weekend second and series third. Adamson made the series silver medal his own as he took a third place finish at Milton Park.

MASTERS CLASS!

KEN WINSTANLEY'S AMCA SERIES SIGNS OFF...

Due to insufficient entries the final round of the Wulfsport British Masters at Pontrilas got rubbed out and the series has now completely folded so sadly the 2013 title winners become the last in the championship's superb 13 year history.

Taking a look back at this year's series and some of the best talents around have popped in at one time or another. In the SW section of the 85s there were individual round victories carded by Alexander Brown, Harry Kimber, Nathan Claughan (twice) and Callum Green. The final round win at Brookthorpe – and the overall championship success – went to MX World Honda thumper pilot Archie Osmaston. Congratulations go to Archie as he nailed five top three overall results from the six rounds run. Ben Burridge and Matthew Pocock respectively take the series silver and bronze.

Over in the Biggies Jay Hague nailed three round wins from the first four run but injury then wiped out his championship hopes. Joe Jefferies proved the speedy main challenge and with his final round win adding to his round two success Joe ultimately runs out as a comfortable and worthy champion. Brett Pocock finishes in the runners-up berth as Matt Lomas claimed championship third.

With the MX2 trophy now heading his way Reece Desoer will be celebrating long and hard the latest and best entry on his racing CV. Just as it was in the small wheel joust the MX2 division attracted the best at various times with round wins going to Rob Davidson, Liam Knight and Dan Thornhill. It was champion Desoer who topped the podium at FatCat for round five and the series runner-up Jamie Ellis who won the championship opener. Rounding out the details Jack Seaborne takes a well fought series third, as fourth placed Loukas Maggio stepped up brilliantly winning what turned out to be the final round in Gloucestershire.

SERIES STANDINGS!

SW85cc

1 Archie Osmaston 1053, 2 Ben Burridge 909, 3 Matthew Pocock 852, 4 Declan Hunter 776, 5 Mac Burdett 575

BW85cc

1 Joe Jefferies 1118, 2 Brett Pocock 994, 3 Matt Lomas 878 4 Howard Wainwright 824, 5 Jay Hague 770

MX2

1 Reece Desoer 1047, 2 Jamie Ellis 991, 3 Jack Seaborne 756, 4 Loukas Maggio 746, 5 Chase Neal 730

Brett Pocock just misses out on the Masters title



Dan Thornhill takes the #1 plate for a spin at Culham



BREAKING POINT!

THE EYC REACHES A CLIMAX AT CULHAM...

There can be no doubt about it, the EYC is on a different planet to any of its rival British series and this years championship threw up a real possibility of knife edge finishes in all four youth classes.

Going into the Culham finale weekend the tightest of the bunch featured the 65s as Gary Ashley held a meagre three point advantage over Jack Carpenter with Lewis Hall just 13 off top spot. Ashley with two heat wins grabbed his title finishing in second overall behind three times race winner Kacey Hird. The title threat coming from Carpenter and Hall unfortunately fell by the wayside. Hall was particularly unlucky as after going over the bars in heat two while leading he had to retire from the meeting and all this after previously posting a second place result. Third overall on the weekend went to Joel Rizzi as Sam Nunn made a season's best effort pay in fourth overall.

In the Smallies the section leader Charlie Cole had just to keep one eye on his closest challenger Jed Etchells while keeping up the cracking consistent form that had taken him to the top of the pile. At the close of play both Cole and Etchells had secured one heat win apiece as Dylan Woodcock racked up a fierce triple. Woodcock duly claimed another cracking overall round win – his third of the year – but with second overall the title was comfortably and jubilantly Cole's.

Three heat wins in the Biggies for Jay Hague meant he walked away with a clear cut overall round win – but with second overall man Jordan Eccles going 3-2-1-2-3 the destination of the all important championship gold was always in Jordan's control. Nailing the other moto win

Mitchell Lewis claimed weekend third and series silver as Hague had to settle for championship bronze. Weekend and championship fourth went to Albie Wilkie – and Albie surely is a hot favourite for next year's crown.

A repeat of his previous round performance in the Rookies saw Matthew Callaghan rocket clear, recording four moto wins but with one unlucky DNF once again on his card this ultimately knocked him back. Rising Team Green talent Todd Kellett nailed his first and the missing heat win but with Dan Thornhill keeping his championship head on going 2-2-4-2-2, Dan now signs off his youth career with yet another title. Robert Davidson takes series second with James Harrison in third.

SERIES STANDINGS!

65cc

1 Gary Ashley 1268, 2 Jack Carpenter 1155, 3 Kacey Hird 1127, 4 Lewis Hall 1082, 5 Eddie Jay Wade 1027

SW85cc

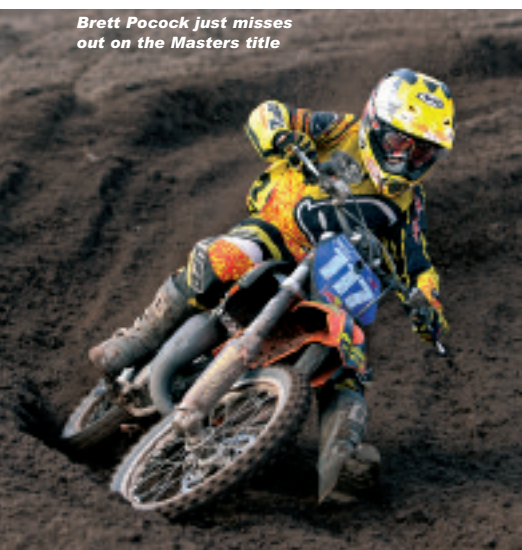
1 Charlie Cole 1285, 2 Jed Etchells 1262, 3 Dylan Woodcock 1253, 4 Tom Grimshaw 1190, 5 Callum Green 1016

BW85cc

1 Jordan Eccles 1280, 2 Mitchell Lewis 1254, 3 Jay Hague 1245, 4 Albie Wilkie 1144, 5 Joe Jefferies 1127

ROOKIES

1 Dan Thornhill 1291, 2 Robert Davidson 1192, 3 James Harrison 1127, 4 Matthew Callaghan 1115, 5 Todd Kellett 1088





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SPOTLIGHT ON... **CHARLIE COLE #82**

DOB: 20/10/00 HOMETOWN: FAIROAK SPONSORS: TREVOR POPE, PLUS THE BANK OF NAN AND GRANDDAD

MCF youth rider of the year? A Rage unsung hero? Or simply the most improved rider of the year? Such has been the fiercely competitive nature of the impact made in 2013 by Charlie Cole he is more than worthy of any of the above titles.

In National terms the Elite Youth Cup has been Charlie's primary stomping ground and the path to this season's championship win all started with a 15th place finish in the 2010 Junior bash. One year on and eighth was a real improvement and could have been so much better if a round hadn't been missed with injury.

Last term, Charlie's first aboard a Small Wheel 85 climaxed at Culham with a season's best result when he secured championship ninth by nailing down seventh overall on the weekend. The general season long improvement offered a little clue as to what lay in wait for this term.

With Charlie now celebrating as this year's EYC Small Wheel champion Rage caught up with him and dad Martin.

Rage: Martin, congratulations on a super season – is there a single part of Charlie's performance which has particularly pleased you most?

MC: "It's been such a great season filled with some amazing racing – and there are so many things for me to be really proud of. But if I had to pick out one single thing it would be Charlie's ability to focus and get the job done – especially when he has really needed too. There have been a couple of points this year when Charlie had to go out and nail a race win to get the overall – and he has gone out and done it. Charlie can be really hard on himself sometimes though – if he thinks he has made a slight mistake or not performed to his best he can be down after a race – but it doesn't affect him next time out. If anything it all makes him focus that much more."

Rage: You're obviously feeling on top of the world as a 2013 MCF champion. But going right back to this year's opening EYC Landrake round – you tied equal first on points with Tom Grimshaw and with Tom winning the last race – you had to settle for second on the podium. How did you feel at this point?

CC: "It was a mixture of feelings really – I was a bit annoyed with myself missing out on the overall win as I had it in the bag until a last lap mistake cost me. But then I was really pleased with my speed and performance. I felt so good that it gave me lots of extra confidence for the rounds to come. Before the championship season started I knew I could go well – but I was still a bit surprised just how well I was going up against my championship rivals down in Cornwall. Following round one I had a real belief in myself and winning overall next at Weston and then at Culham gave me a good series lead."

Rage: Looking back at the championship prior to the Culham finale – which has been your standout favourite round and individual race?

CC: "Weston was my favourite meeting. The reason being, I won overall, I loved the track because it was really rough and I totally enjoyed the whole weekend. As for individual races it would be between a heat at Culham in June and one at Canada Heights. The first moto of the weekend at Culham battling with Grimshaw for half the race was definitely a favourite but when I went for the move I crashed. I lost a lot of time but came back to the front and eventually finished just 0.067 behind. At Canada Heights I hit the gate in the last moto and I was last going around the first corner. I worked my way up to seventh by lap three and finished third. I felt the ride from so far back was awesome. My worst race was the Landrake closer."

Rage: In the run up to the Culham did you do any special practising or different machine prep?

CC: "Not as such, I've been eating lots more porridge though, drinking plenty of Red Bull and hyping myself up ready to go and shred the dirt at Culham. Granddad has given my bike a diamond wash and nanny has scrubbed the Hawkstone sand out of my kit."

Rage: Coming from the same town as '70s British and world champ Graham Noyce – do you know him?

CC: "Yes I know Graham and we are friends with his family too. His nephew and niece race with us at our club meetings. Graham has commented 'he's having a right go' to me the once and his mum always encourages me and my brother Ollie."

Rage: After Culham is this you done with small wheel 85s?

CC: "Hopefully we can get some big wheels and I start riding as soon as possible so I'm ready for next year. We will probably ride where ever we can through the winter. And if we can't ride I will be trying to stay as fit as possibly for next year's Red Bull season."

Rage: Any final shouts Charlie?

CC: "As a family would like to say thank you to the following people who have helped me and Ollie to achieve our results over the years – firstly nan and granddad, Norm Emery (welding and machining), Gavin Cole's 24 hr telephone mechanical helpline, Noycey for the use of his field, Trevor Pope, Justin Morris Training and FTR suspension. We would also appreciate any offers of sponsorship for the coming season. If you can help please contact 82martincole@gmail.com."

GOT A STORY FOR RAGE?

THEN CONTACT OUR YOUTH EDITOR MIKE GURNEY AT MIKEGURNEY55@YAHOO.CO.UK





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